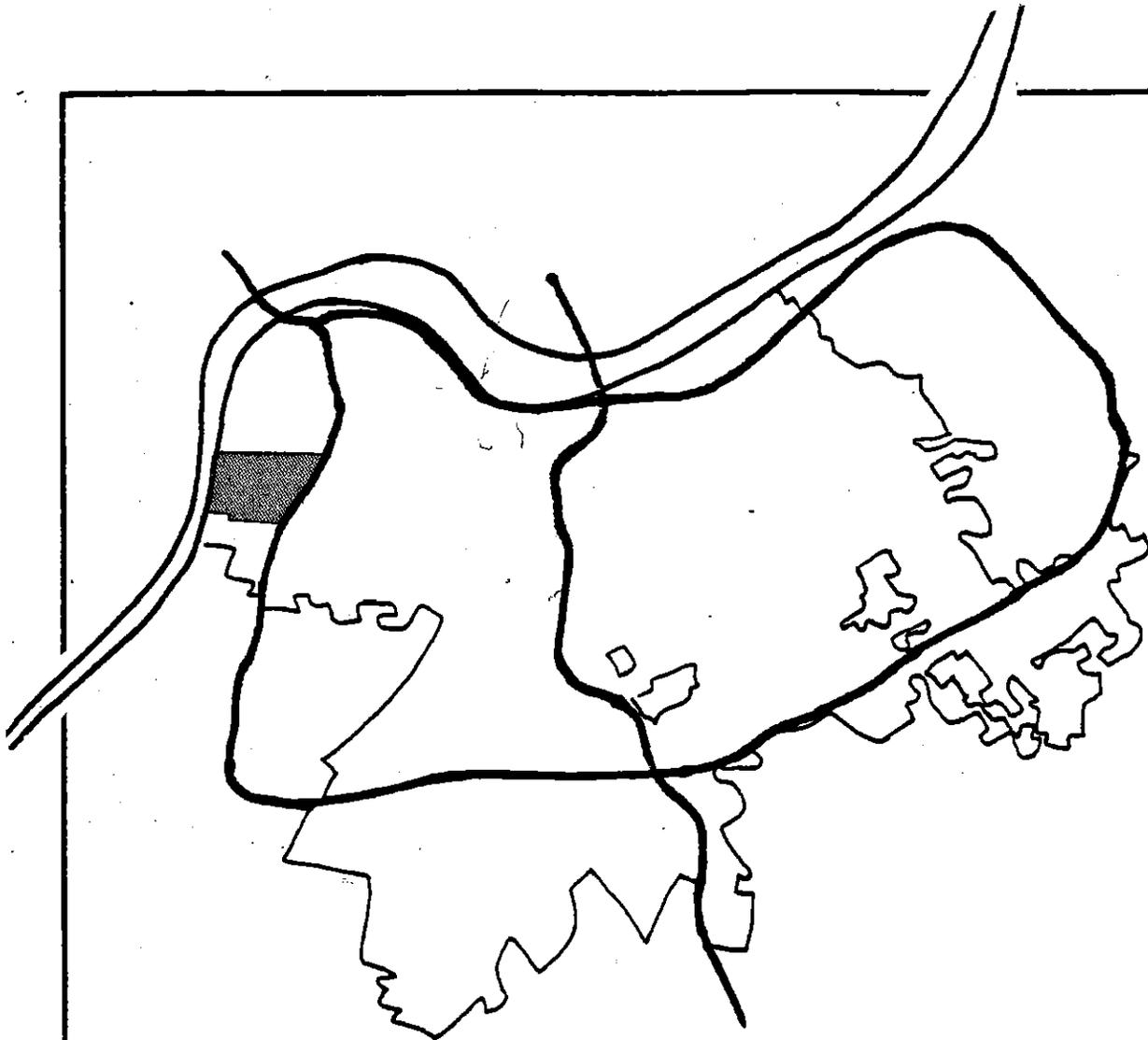


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Needs Assessment  
for the  
**CHICKASAW  
NEIGHBORHOOD**



**Louisville and Jefferson County Planning Commission**

# Needs Assessment for the CHICKASAW NEIGHBORHOOD

Prepared for the Mayor, the Board of Aldermen, the Neighborhood Development Cabinet and the residents of the Chickasaw Neighborhood of the City of Louisville.

The participation of the residents of the Chickasaw Neighborhood and the executive and legislative branches of City Government in the development of this document is most appreciated.

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June, 1985



**Louisville and Jefferson County Planning Commission**

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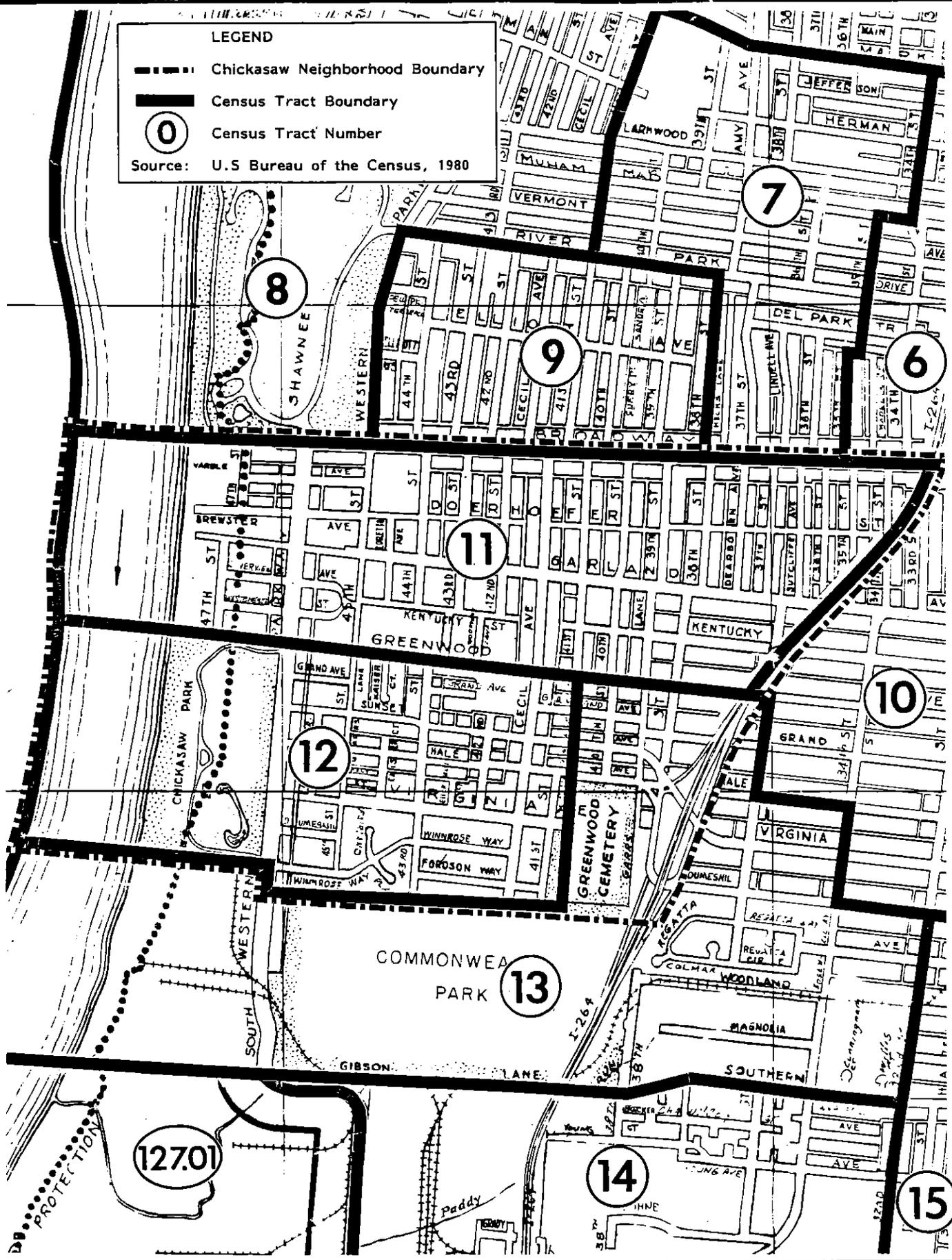
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-  Chickasaw Neighborhood Boundary
-  Census Tract Boundary
-  Census Tract Number

Source: U.S Bureau of the Census, 1980



**CHICKASAW NEIGHBORHOOD**

**1980 Census Tracts**

LOUISVILLE & JEFFERSON COUNTY  
PLANNING COMMISSION  
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## I. LAND USE NEEDS ASSESSMENT

### Summary of Findings

- The Chickasaw neighborhood is overwhelmingly single-family residential in terms of the neighborhood's predominant land use. There are scattered multi-family and commercial uses in the neighborhood, however.
- Over 67% of the neighborhood's total area of 475.3 acres of occupied land is used by single-family residential uses. The second most land use is public parks with 71.4 acres or 15% of the total. Commercial land uses account for only 1.0% of the total area used and industrial uses account for 0.1% of the total area used.
- Vacant land accounts for 23.3 acres or 4.9% of the total area used, and is smaller in amount only to single family residential and public park uses.
- The zoning pattern established in the Chickasaw neighborhood at zonings inception in Louisville in 1931 is strikingly similar to that which currently exists. The R-5 residential zone is the predominant zone.
- Housing conditions are good in the Chickasaw neighborhood. Of the 2,423 residential structures total, 97.2% are rated as "sound" or "sound, needing minor repair", 51 structures or 2.1% of the total number are in "sound, needing major repair". Only 0.5% of the total are classified as either "deteriorated" or dilapidated".
- The Chickasaw neighborhood had approximately 7,277 persons living in 2,592 dwelling units in 1980. This represents a 6.9% loss in population since 1950 but an 8.6% gain in dwelling units. Population peaked in the neighborhood in 1970 with 8,885 persons.
- Chickasaw's unemployment levels have fluctuated in relation to City-wide rates since 1950. The 1980 Census found a slightly higher rate in the Chickasaw neighborhood (10.1%) than existed City-wide (9.9%).
- Problems in the neighborhood involve non-conforming land uses, industrially-related environmental problems, maintenance of vacant lots and structures and limited housing deterioration.

#### A. INVENTORY

##### 1. Description of Existing Conditions

###### a. Existing Land Use

The Chickasaw Neighborhood is located in the western most part of the City of Louisville. Refer to Figure I-1. The boundaries of the

Neighborhood for the purposes of this study are I-264 on the east, Broadway on the north, the Ohio River on the west and the rear-lot lines of lots on the south side of Winnrose and Fordson Ways and the southern boundary of Greenwood Cemetery on the south.

The Chickasaw neighborhood is overwhelmingly single-family residential in terms of the neighborhood's predominant land use. Existing land use in the neighborhood is shown in Figure I-2. The total land area in the neighborhood is approximately 644.5 acres of which 169.2 acres is used by roadways and other transportation rights-of-way. Of the remaining 475.3 acres that are occupied by the various land uses in the neighborhood, 67.7% or 321.8 acres are used for single-family residential use. The next greatest amount of acreage used by one land use category is 71.4 acres for the category of parks and recreation, the major use in this category being Chickasaw Park. Acreage figures for other land use categories in the Chickasaw neighborhood are included in Table I-1. Other significant uses include cemeteries, in particular Greenwood Cemetery, that account for 20.7 acres or 4.4% of the land used in the neighborhood. Conspicuously lacking from the Chickasaw neighborhood is extensive acreage used industrially or commercially. Only 0.3 acres of neighborhood land or approximately 0.1% of the total area used, is used industrially. There are extensive industries immediately adjacent to the neighborhood on the south however. Approximately 5.1 acres of commercially used land is located in the neighborhood, and accounts for only 1.0% of the total area used.

#### b. Vacant Property

Vacant land occupies a significant portion of the total area used in the Chickasaw neighborhood when related to other uses. Vacant land accounts for 23.3 acres or 4.9% of the total area used, and is smaller in amount only to single family residential and public park uses. One large parcel of vacant land is sandwiched between I-264 and the Greenwood Cemetery, and is made up of several smaller individual lots owned by Whayne Supply Company and other private owners. Other larger parcels of vacant land include a parcel just east and adjacent to the former Flaget High School football field at Kentucky and 45th Streets, owned by the Catholic Archdiocese of Louisville and leased to the City of Louisville, the former TARC turn around at Greenwood and Southwestern Parkway owned by a local church, and several vacant riverfront lots that are privately owned.

Vacant structures in the Chickasaw neighborhood are, almost without exception, former single-family residential structures. These and other vacant structures are included in the land use category coinciding with their former use in Table I-1.

#### c. Zoning

The zoning regulations (text) and the zoning district map regulate the manner in which the land can be developed. Zoning was instituted in the City of Louisville in 1931.

In 1931, the zoning pattern as initiated in the Chickasaw neighborhood was strikingly similar to what it is currently. The major portion of the neighborhood was zoned for single-family use. The blockface along Broadway was zoned for multi-family use except for some occasional commercial zoning at Broadway's intersections with selected cross streets. Commercial zoning also occurs at intersections within the interior of the Chickasaw Neighborhood including Greenwood Avenue and Shawnee Terrace (now 45th Street), Greenwood and Cecil Avenues, Virginia and Cecil Avenues, Virginia Avenue and Shawnee Terrace (45th) and south of the intersection of Fordson Way and Cecil Avenue.

This initial zoning pattern has remained relatively constant to the present day. Some additional commercial zoning has been added along Broadway and a stretch of R-6 Apartment zoning has been added along Southwestern Parkway between Sunset Avenue and Virginia Avenue. There have also been a few individual changes in zoning on a smaller scale in the Chickasaw Neighborhood. Existing zoning is shown in Figure I-3.

Nonconforming Uses. Nonconforming uses are land uses of a type or intensity that are no longer permitted in the zoning district in which they exist. Nonconforming uses were either in existence prior to the establishment of zoning in 1931 or prior to a zoning change affecting the area. Although not in accordance with the zoning regulations, nonconforming uses may legally continue. However, any expansion of structure or use, or any change in type of use that would not be allowed by current zoning is prohibited with minor exceptions for residential uses (e.g., adding a room or garage). Examples of nonconforming uses include residential or commercial uses in an industrial zone and commercial uses in a residential zone. In addition to nonconforming uses, nonconformity with the zoning regulations can also result from excessive residential densities and inadequate lot size (termed "dimensional nonconformance" as opposed to "use nonconformance").

Nonconforming use status implies that a different type of land use may be more appropriate for an area than what exists. The effects of nonconforming use status vary according to the type and character of surrounding land use. Less intensive uses in a more intensive zone (such as residential and commercial uses in an industrial zone) may be subject to many nuisances. These nuisances could affect the desirability of the residential or commercial uses, and result in a decline in property maintenance and economic return. The potential for converting these uses to another, more lucrative use would also discourage investment and property maintenance. Conversely, residential uses in industrial zones may create problems for the predominant use by generating complaints concerning its operations or by occupying sites suited for industrial use. More intensive uses in a less intensive zone (such as industrial and commercial uses in a residential zone) may have a blighting effect on the less intensive use. Ultimately, the nonconforming use status poses difficulties in securing financing for residential uses, and nonconforming residential use areas deteriorate.

Nonconforming uses are rare in the Chickasaw neighborhood due to the predominance of residential land use and coinciding residential zoning. Non-conforming uses in the neighborhood are shown in Figure I-4. The most common non-conforming uses are commercial uses that are located in residential zones. There are eight commercially used parcels in residentially zoned areas. In addition, there are two industrially used parcels that are commercially zoned.

Residential Uses in Commercial Zones. Under the Zoning District Regulations, residential uses are permitted in commercial zones, as long as they meet the density and floor area limits specified for that zone. Although residential uses within commercial zones do not fall in the category of nonconforming use, their future use and the character of the surrounding area are affected by commercial zoning. Such zoning does not support the residential character of some such areas. Assuming that residential use is desired in a particular location, as is the case in the Chickasaw neighborhood, commercial zoning has a destabilizing effect. Commercial zoning would allow individual property owners to significantly change the scale, character, and appearance of a particular site. The potential for nuisances to adjacent residential uses is especially great in the C-2 commercial zone, which allows a wide range of commercial and wholesale uses. Residential uses in a C-2 commercial zone in the Chickasaw neighborhood occur along Broadway. There are also 24 residentially used parcels in the neighborhood that are located in C-1 commercially zoned areas at the intersection of the more heavily traveled streets in the neighborhood. Residential uses in commercial zones are also shown in Figure I-4.

Environmental Factors. The Chickasaw neighborhood is for the most part protected from flooding of the Ohio River by the floodwall that runs immediately east of 47th Street and through Chickasaw Park. Homes west of the floodwall are within the 100-Year floodplain and subject to flooding. Residents of the neighborhood have expressed concern about the ineffectiveness or total lack of cleaning of storm sewer drains. Storm sewer drains that operate improperly because they are clogged or blocked cause periods of temporary flooding and standing water.

Industrial uses located just south of the neighborhood are of some concern to residents of the Chickasaw neighborhood. This concern centers on the hazardous nature of some of the materials stored nearby and transported through the neighborhood and the noxious odors that these uses emit.

Land Use Conflicts. Land use conflicts can arise when different types of land use -- residential, commercial, industrial -- are located near each other. Homes located near commercial or industrial establishments may be subjected to a variety of nuisances, including noise, heavy traffic, bright lights, air pollution and unsightly appearance. The extent of land use conflicts resulting from mixed land uses depends on certain characteristics of the nonresidential use. Hours of operation, amount of traffic generated, nature of the processes involved and measures to screen the

business (such as walls, fences and plantings) affect the level of nuisance created. Industrial uses have the potential to create greater land use conflicts, but are not necessarily more offensive than commercial uses. The severity of land use conflicts is subjective, depending on the resident's level of expectations. Older parts of the city historically have contained a mix of land uses. Although this land use pattern is not ideal, it has provided a generally acceptable residential environment.

The only direct intermingling of land uses in Chickasaw occurs along Broadway and at street corners within the neighborhood where commercial uses exist. In addition, along the southern boundary of the neighborhood, industrial uses are adjacent to residential areas. The mix of commercial uses and residential uses along Broadway creates the potential for land use conflicts. Nuisances due to corner commercial uses are usually localized; the severity depends on the type of use and its manner of operation. As noted previously under the Environmental Factors section the industrial uses south of the Chickasaw neighborhood definitely create problems and land use conflicts.

#### d. Condition of Structures

A windshield survey was conducted in March of 1985 to collect data on the condition of structures in the Chickasaw neighborhood. The survey is based solely on an analysis of building exteriors; no interior inspection occurred. Residential structures were rated using a five-category classification system. A three-category system was applied to non-residential structures. The results of the survey are presented on Figure I-5. Table I-2 explains the classification system used to describe structural conditions.

Of the 2,423 residential structures in the Chickasaw neighborhood, 97.2% or 2,360 structures are in sound condition and need little or no repairs. (66.8% or 1,618 structures are "sound", 30.6% or 742 structures are "sound, needing minor repair"). Of the remaining structures, 51 or 2.1% of the total for the neighborhood are "sound, needing major repair". Only 7 structures (0.3%) are classified as "deteriorated" with only 5 structures (0.2%) classified as "deteriorated".

There are 58 non-residential structures in the Chickasaw neighborhood. Of this number, 40 structures or 69.0% of the total are classified as "standard" with the remaining 18 structures or 31.0% of total are classified as "depreciating." None of the non-residential structures in the neighborhood are classified in the lowest classification of "substandard".

## 2. Neighborhood Profile

### a. Population

The Chickasaw neighborhood had approximately 7,277 persons living in 2,592 dwelling units in 1980. This represents a 6.9% loss in

population since 1950 but an 8.6% gain in dwelling units. Population peaked in the neighborhood in 1970 with 8,885 persons and the 1980 population represents an 18.1% decrease during the decade, slightly higher than the City of Louisville's rate of loss (17.4%). Population loss can be attributed to an aging population with fewer children and, therefore, smaller household sizes.

The only major new construction of dwelling units within the area, during the last 30 years were apartments at 38th and Grand and single family homes in the area from Virginia Avenue south to the boundary of the neighborhood between 43rd and 45th Streets. Some redevelopment potential exists due to the numerous vacant lots throughout the area and particularly north of the Greenwood Cemetery to Greenwood Avenue.

#### b. Income

The Chickasaw neighborhood is a family neighborhood and has exhibited a median household and family income that was consistently higher than the City of Louisville's median over the last three decades although some erosion of income levels relative to the City median have occurred. In 1950 the Median Household income in Chickasaw was 126% of the City's median and by 1980 this had dropped to only 113%. The higher household income levels result from the limited number of unrelated individuals, whose income or lack thereof would be reflected in the figure, in the area compared to the City overall as the Median Family Income for Chickasaw was only 101% of the City's median in 1960 and 103% in 1980. Unrelated individuals exhibited lower median incomes for the Chickasaw neighborhood than the City overall (88.7% in 1960 up to 93.1% in 1980).

#### c. Racial Mix

Chickasaw has experienced rather rapid racial succession during the last 30 years. In 1950, the Black population, based on Census Tract level data, was only about 998 persons, 13% of the total. In 1980 the population was 96% Black (6,996 out of 7,277 persons). During Louisville's segregationist period (extending to the early fifties) Chickasaw Park was a Black only park while nearby Shawnee was White only. These barriers and the segregated housing patterns dropped rapidly during the late fifties and early sixties. The relatively high income levels present in the neighborhood is evidence of a strong middle class among neighborhood households.

#### d. Age Structure

The percent of persons below age 18 and those over age 65 in Chickasaw closely matches the overall characteristics of the City of Louisville in 1980. About 25.2% of the population of Chickasaw was under age 18 in 1980 versus 25.0 for the City overall and 14.8% were 65 or over versus 15.3% City-wide. In 1970, Chickasaw had 35% of its population under age 18 versus 32% City-wide, and 8% age 65 and over versus 12% City-wide. The shifts in both of these characteristics contributed strongly to the population loss from 1970 to 1980.

e. Employment

Chickasaw's unemployment levels have fluctuated in relation to City-wide rates. In 1950 the rate of unemployment (2.3%) was less than half Louisville's average. The neighborhood's rate closely approximated the City's in 1960 (6.1 and 6.2% respectively) and was 0.9% lower than the City's rate (3.7% and 4.6% respectively) in 1970. The 1980 Census found a slightly higher rate in the Chickasaw neighborhood (10.1%) than existed Citywide (9.9%).

In 1950 the labor force participation ratio, which indicates the percentage of people between the ages of 18 and 65 in the labor force, was (56.8%) for the area and was lower than the City's (57.5%) overall rate. Since then, it has always been higher due mainly to higher female participation rates. This was especially true in 1980 when the male rate of labor force participation of all men in the neighborhood (ages 18 to 65) fell to 63.2% versus 68.5% City-wide and the female rate was 53.%% versus a City-wide 48.1%. The Chickasaw area had higher rates of Blue Collar and Service Workers (32.6% and 24.5% respectively) than the City-wide average (30.6% and 17.6% respectively) and 9% fewer White Collar workers in 1980.

f. Education

The Chickasaw neighborhood has exhibited consistently higher rates of high school graduates and median years of school completed than the City overall for the last three decades although the rate of graduation from high school narrowed to 0.1% above the City-wide rate in 1980. Median school years completed is unavailable for 1980.

B. ASSESSMENT

1. Vacant Property

Vacant land and structures detract from surrounding uses especially when poorly maintained. Several vacant lots are overgrown with weeds and have become dumping places for trash. Revitalization efforts in some residential areas are hampered by vacant lots and dilapidated vacant structures. Vacant lots are generally the result of the demolition of dilapidated structures, and further demolition as needed will add to the number of vacant lots.

Maintenance and redevelopment of vacant lots should be encouraged by area residents. The demolition of dilapidated structures and the development or at least the maintenance of the resulting vacant lots should also be encouraged. Maintenance of vacant sound structures is also essential. With the encouragement of neighbors, owners of the vacant lots or structures would be responsible for their maintenance and improvement.

## 2. Zoning

### a. Density

A vast majority of the residentially used land in the Chickasaw neighborhood is zoned R-5 residential. The R-5 Residential zone is a single-family zone that does not allow for any apartment development. The maximum dwelling unit density allowed in the R-5 zone is 7.3 units per acre. The R-5 residential zone reflects existing densities in the neighborhood. There are also smaller areas and individual lots in the neighborhood that are zoned R-6 Residential. This zoning designation allows single-family lot and apartment developments up to 17 dwelling units per acre. The possibility of apartment development exists in the R-6 zones, but is not likely. This is due to the lack of vacant lots in areas zoned R-6 that would have to be grouped for such development and due to the good condition of housing stock that makes housing demolition to group land unlikely. The R-7 Residential zone, an apartment zone, allows dwelling unit densities up to 35 units per acre. This type of density is not suitable for lots in the interior of the neighborhood because of the neighborhood's single-family character; however, due to the mixed use nature of the block faces along Broadway, R-7 zoning is appropriate there.

### b. Nonconforming Uses and Residential Uses in commercial Zones

Nonconforming uses, as mentioned previously, are land uses of a type or intensity that are no longer permitted in the zoning district in which they exist. Nonconforming use status implies that a different type of land use may be more appropriate for an area than what exists. This is not the case in all instances however. For instance, predominantly residential areas with sound structures that are in commercial zones should usually be rezoned to reflect the existing use because there are already other portions of the community appropriate for industrial or commercial development or expansion. All nonconforming uses and areas inappropriately zoned should be examined for the appropriateness of rezoning to reflect the current uses including:

1. Unexercised commercial rights at street corners on the interior of the neighborhood consisting of commercially zoned lots that are not and could not appropriately be used commercially.
2. Over-zoned commercial areas along Broadway consisting of commercially used lots zoned C-2 commercial which allows commercial development of an intensity not appropriate for the area.
3. Unexercised commercial rights along Broadway consisting of commercially zoned lots that are used residentially and that should be subjected to the zoning review process before be used commercially.

Zoning changes that, if implemented, would be more representative of existing land uses for particular lots are shown on Figure I-6.

### 3. Land Use Conflicts

Land use conflicts can arise when different types of land use (residential, commercial or industrial) are located near each other. Zoning patterns in past years have allowed the limited mixture of land use types. Nuisances produced by such conflict may discourage residential revitalization in some areas and lead to poor relations among neighbors. Techniques to reduce the impact of conflicting uses include screening and buffering. Responsibility for implementation of these techniques falls to individual land owners.

### 4. Environmental Problems

Nuisances created by the industrial uses immediately south of the Chickasaw neighborhood can also have a detrimental effect on the residential character of the neighborhood. Residents of the neighborhood appear to be most concerned with hazardous chemical storage and potential spillage, air pollution and truck traffic through the neighborhood. Sewer maintenance is also felt to be a problem.

The City of Louisville recently set up a hazardous chemical spill reporting system for companies that experience spills. In addition, the City has recently fined companies for not promptly informing the proper authorities of spills or for poor storage practices. These tactics should ease the fears of residents in that companies are now more than ever encouraged to try to prevent spills and to quickly report spills that do occur to the proper authorities so that the danger to residents is minimized.

Air pollution from industries located adjacent to the Chickasaw neighborhood is a source of irritation for a wide area. Solving problems of such a large scale is beyond the scope of this study. However, local, State and Federal regulations apply to the emissions of these industries and thus the problem is being dealt with.

Large trucks traveling through the neighborhood to gain access to the Interstate or Broadway can disrupt the residential character of the neighborhood. An assessment of this problem will be included in the transportation portion of this study.

The Metropolitan Sewer District (MSD) is responsible for maintenance of sewer catch basins in the Chickasaw neighborhood. They have indicated that catch basins in the neighborhood are supposed to be cleaned once a year. Problem catch basins are cleaned more frequently. MSD has encouraged residents having problems with catch basin maintenance to contact them with the specific complaint.

### 5. Housing

The presence of "d" and "e" rated houses has a negative impact on housing investment in the neighborhood. The presence of houses in

such poor condition lowers the value of surrounding houses and makes rehabilitation efforts unattractive. In the Chickasaw neighborhood, however, rehabilitation of housing is not needed to the extent it is needed in other areas because of the generally excellent housing conditions presently in Chickasaw. There are isolated pockets of poor housing in the neighborhood including along Greenwood Avenue east of Cecil Avenue, along Grand Avenue west of 40th Street and along Sunset Avenue west of Garrs Lane.

Demolition of deteriorated or dilapidated housing is desirable if the vacant lots are maintained or preferably redeveloped. Housing rehabilitation is the responsibility of the individual property owner. However, the Louisville Neighborhood Development Cabinet administers the Community Development Block Grant and other specific housing programs that a property owner might be eligible for and might seek assistance from. Availability of funds and types of local and Federal programs change continuously.

### C. CONCLUSION

Most of the Chickasaw neighborhood is single family residential in terms of use and the residential structures in the neighborhood are for the most part in good condition. However, there are vacant lots for reuse and some deteriorated structures. Poor maintenance of vacant structures and vacant lots can detract from surrounding uses and can discourage reinvestment in the area. Maintenance and reuse of vacant lots and structures is an issue for the neighborhood. Housing rehabilitation, needed in a limited number of areas, is the financial responsibility of the individual property owner. Public funds, that have been used in the past to assist housing rehabilitation, are becoming more scarce.

The R-5 zoning classification, the predominant zoning classification in the Chickasaw neighborhood, allows residential densities that are representative of the density that exists. The R-7 zoning classification along Broadway allows densities appropriate along a major roadway such as Broadway. These zoning classifications should remain. Nonconforming uses, land uses of a type or intensity that are no longer permitted in the zoning district in which they exist, are found throughout the area. Consideration should be to changing the zoning of many of the uses to the proper zoning category that allows or better reflects the existing use. Residential uses in commercial zones are conforming, but the potential for land use conflicts is great. Zoning changes to help such areas better reflect their residential character are perhaps needed.

Land use conflicts are created in the Chickasaw neighborhood due to the fact that the neighborhood abuts industries to the south. The City of Louisville has a hazardous spill reporting system that helps to reduce danger to nearby residents by encouraging prompt reporting and response. Air pollution is a problem dealt with on a State and Federal level. Maintenance of sewer catch basins is felt to be a problem by many Chickasaw residents. These sewer basins are cleaned at least once a year by MSD and more often on a complaint basis.

TABLE I-1; EXISTING LAND USE 1985

<u>Map Symbol and Land Use Category</u>	<u>Acreage</u>	<u>% of Total by Land Use Category</u>
1 Single Family	321.8	67.7
2 Duplex	5.7	1.2
3 Multi-family (3 or more units)	9.1	1.9
Residential Subtotal	336.6	70.8
4 Light Manufacturing	0.3	0.1
5 Heavy Manufacturing	0.0	-
6 Transportation	0.0	-
7 Communication & Utilities	0.1	less than 0.1
8 Wholesale Commercial	0.0	-
9 Retail Goods	4.4	0.9
10 Retail General	0.7	0.1
11 Office	0.0	-
12 Government	0.0	-
13 Medical Services	0.0	-
14 Educational	6.6	1.4
15 Religious	11.0	2.3
16 Public Parks	71.4	15.0
17 Other Public, Semi-Public	0.2	less than 0.1
18 Cemeteries	20.7	4.4
V Vacant	23.3	4.9
Total for land by use categories	475.3	100.0
Right-of-way (streets, alleys etc.)	169.2	
Total Area	644.5	

Source: Louisville and Jefferson County Planning Commission, 1985.

TABLE 1-2: DEFINITIONS OF STRUCTURAL CLASSIFICATIONS

- a. SOUND Structure is sound in all respects -- in an excellent state of repair.
- b. SOUND STRUCTURE MINOR REPAIR Structure is deteriorating -- in need of only limited minor repairs, has no defects or only slight defects which are normally corrected during the course of regular maintenance (such as: lack of paint, slight damage to porch or steps; small cracks in wall or chimney; broken gutters or downspouts; slight wear on floor or door sills).
- c. SOUND STRUCTURE MAJOR REPAIR Structure is deteriorating -- in need of extensive minor repairs, more repairs than would be provided during the course of regular maintenance; one or more defects and/or deficiencies which may or may not be economically feasible to undertake as a whole (such as: shaky or unsafe porch steps; holes, open cracks or missing material over a small area of the walls or roof; rotting window sills or frames), but not containing an apparent number of defects and/or deficiencies to justify clearance of the structure. A general or major rehabilitation job is required for these units.
- d. DETERIORATED STRUCTURE MAJOR REPAIR Structure is deteriorated -- it contains a combination of defects and/or deficiencies in structural and non-structural elements to an extent possibly requiring clearance. Such defects and deficiencies being to the extent that the structure will not meet criteria for the C. "Sound Structure Major Repair" classification. These units are questionable for rehabilitation because of the cost factor.
- e. DILAPIDATED BEYOND REPAIR Structure is dilapidated -- has at least two major structural defects (such as holes, open cracks or missing materials over a large area of walls, roof or other parts of the structure; sagging floor, walls or roof; damage by storm or fire) to the degree requiring clearance.

Non-Residential Structures

- a. STANDARD Structure is apparently sound in all respects; structure is in need of only limited minor repairs which are normally made during the course of regular maintenance, such as painting, clean-up of yard and/or structure, repair of screens, or repair of gutters and downspouts.
- b. DEPRECIATING Structure is deteriorating and in need of extensive minor repairs -- more repairs than could be provided during the course of regular maintenance, such as shaky or unsafe porch steps, repair or siding, minor roof or chimney repair, or repair or removal of accessory buildings -- but not containing a sufficient number of defects and/or deficiencies to justify clearance solely because of the structure's condition.
- c. SUBSTANDARD Structure is dilapidated and contains a combination of structural defects and/or deficiencies requiring major repairs (such as sagging floors, walls, or roof, open cracks or missing materials over a large area, major problems with roof or porch) to a degree requiring clearance.

# Existing Land Use

## LEGEND

### RESIDENTIAL

- 1 Single Family
- 2 Two Family
- 3 Other

### INDUSTRIAL

- 4 Light
- 5 Heavy
- 6 Transportation
- 7 Utilities

### COMMERCIAL

- 8 Wholesale
- 9 Retail
- 10 General
- 11 Professional Office

### PUBLIC/SEMI-PUBLIC

- 12 Governmental
- 13 Medical
- 14 Educational
- 15 Religious
- 16 Recreational
- 17 Other
- 18 Cemeteries

- V Vacant
- P Parking

Source: Louisville and Jefferson County  
Planning Commission, March, 1985.

RIVER

OHIO

Shownee Park

CHICKSOM PARK

SOUTH WESTERN PKWY

BROADWAY

Christian Academy

GARLAND

LORETTA AVE

KENTUCKY

GREENWOOD

GRAND AVE

SUNSET

MALE AVE

VIRGINIA AVE

DUMESNIL AVE

WINNROSE

WINNROSE WAY

FORSYTH WAY

(not open)

16

5v

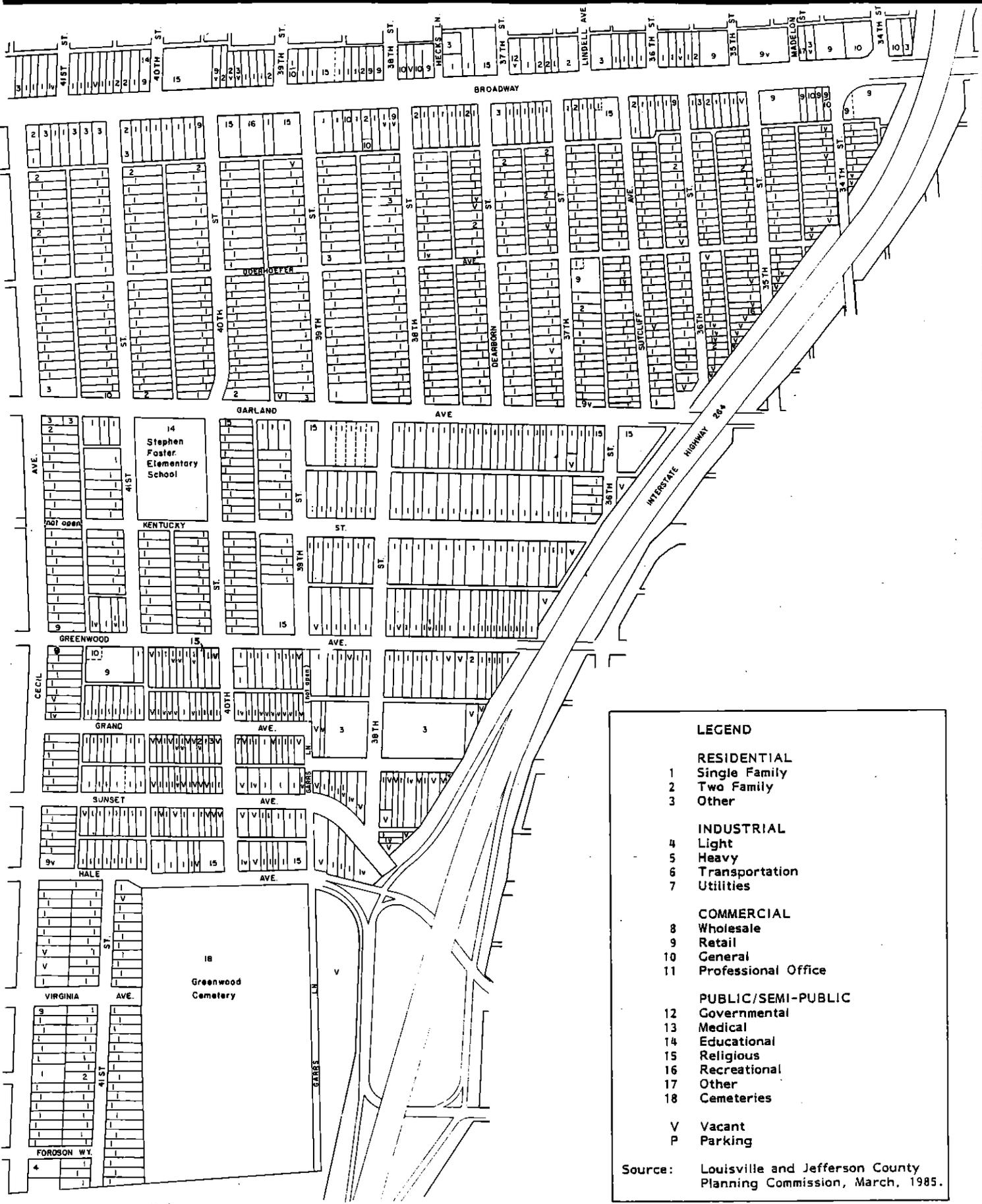
15

6

10/5

# Existing Land Use

March, 1985.



**LEGEND**

- RESIDENTIAL**
  - 1 Single Family
  - 2 Two Family
  - 3 Other
- INDUSTRIAL**
  - 4 Light
  - 5 Heavy
  - 6 Transportation
  - 7 Utilities
- COMMERCIAL**
  - 8 Wholesale
  - 9 Retail
  - 10 General
  - 11 Professional Office
- PUBLIC/SEMI-PUBLIC**
  - 12 Governmental
  - 13 Medical
  - 14 Educational
  - 15 Religious
  - 16 Recreational
  - 17 Other
  - 18 Cemeteries
- V Vacant
- P Parking

Source: Louisville and Jefferson County Planning Commission, March, 1985.

10 / 3

# CHICKASAW NEIGHBORHOOD



Figure  
1-2

# Existing Zoning

## LEGEND

R-1 Residential

R-5 Residential

R-6 Residential Apartment

R-7 Residential Apartment

C-1 Commercial

C-2 Commercial

M-2 Industrial

M-3 Industrial

Source: Louisville and Jefferson County  
Planning Commission, March, 1985.

Shawnee Park

SOUTHEASTERN PARKWAY

OHIO RIVER

R-7

C-2

R-7

C-2

R-6

VARBLE

R-5

Christian Academy

BREWSTER

not open

GARLAND

LORETO

R-5

RIVERVIEW

WESTCHESTER

not open

KENTUCKY

R-5

WOODWAY LN

C-1

GREENWOOD

C-1

CHICKASAW PARK

Floodwall R/W

SOUTH WESTERN PARKWAY

GRAND AVE

KAISER CT

GRAND AVE

R-6

SUNSET

R-6

PLATO

HALE

C-1

VIRGINIA

C-1

M-3

M-2

R-5

WINNROSE

DUMESNIL

WINNROSE

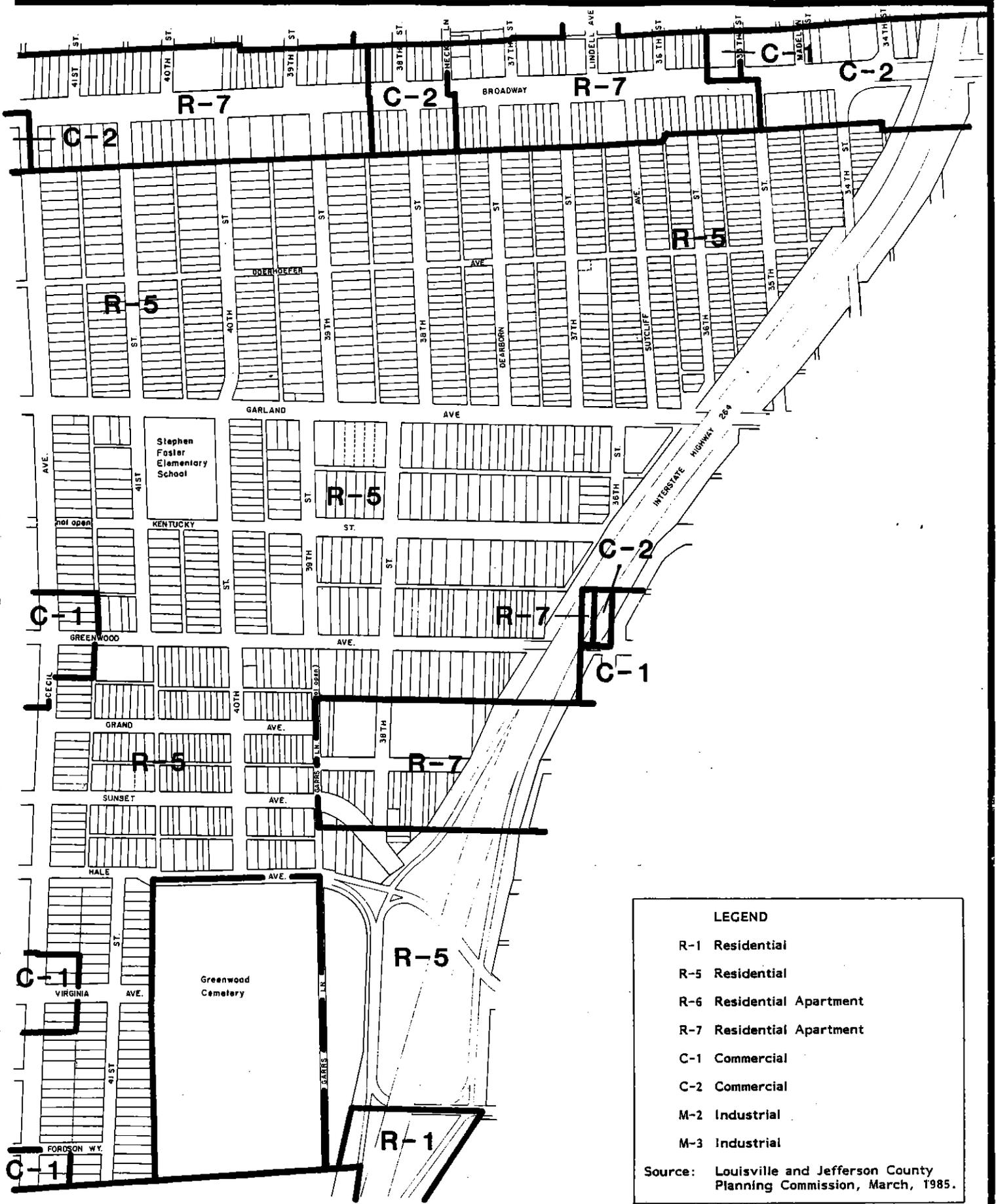
FORSOSH

C-1

M-2

# Existing Zoning

March, 1985.



**LEGEND**

- R-1 Residential
- R-5 Residential
- R-6 Residential Apartment
- R-7 Residential Apartment
- C-1 Commercial
- C-2 Commercial
- M-2 Industrial
- M-3 Industrial

Source: Louisville and Jefferson County Planning Commission, March, 1985.

**CHICKASAW NEIGHBORHOOD**

LOUISVILLE & JEFFERSON COUNTY  
 PLANNING COMMISSION  
 900 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY 40202 502-581-6130



Figure 1-3

# Non-Conforming Uses

## LEGEND

-  Residential in a Commercial Zone
-  Non-Conforming Commercial
-  Non-Conforming Industrial

**Note:** This map identifies existing uses that are not permitted in the zoning district in which they are located; it is not intended to establish the legal non-conforming status of identified uses.

**Source:** Louisville and Jefferson County Planning Commission, May, 1985.

OHIO RIVER

Shawnee Park

Chickasaw Park

Floodwall R/W

5v

(not open)

(not open)

(not open)

(not open)

(not open)

BROADWAY

VARBLE AVE.

GREWSTER

RIVERVIEW

WESTCHESTER

GARLAND AVE.

LORETO AVE.

KENTUCKY AVE.

GREENWOOD AVE.

GRAND AVE.

GRAND AVE.

SUNSET AVE.

HALE AVE.

DUMESNIL AVE.

VIRGINIA AVE.

WINNROSE WAY

FORDSON WAY

SOUTH WESTERN PARKWAY

PARKWAY

SOUTH WESTERN PARKWAY

TER

PLATO

WINNROSE

6

44 TH ST

44 TH ST

44 TH ST

44 TH ST

43 TH ST

43 TH ST

43 RD

43 RD

42 ND ST

42 ND ST

44 TH ST

44 TH ST

44 TH ST

43 TH ST

43 TH ST

43 RD

43 RD

42 ND ST

42 ND ST

15

14

16

15

15

15

15v

10/5

15

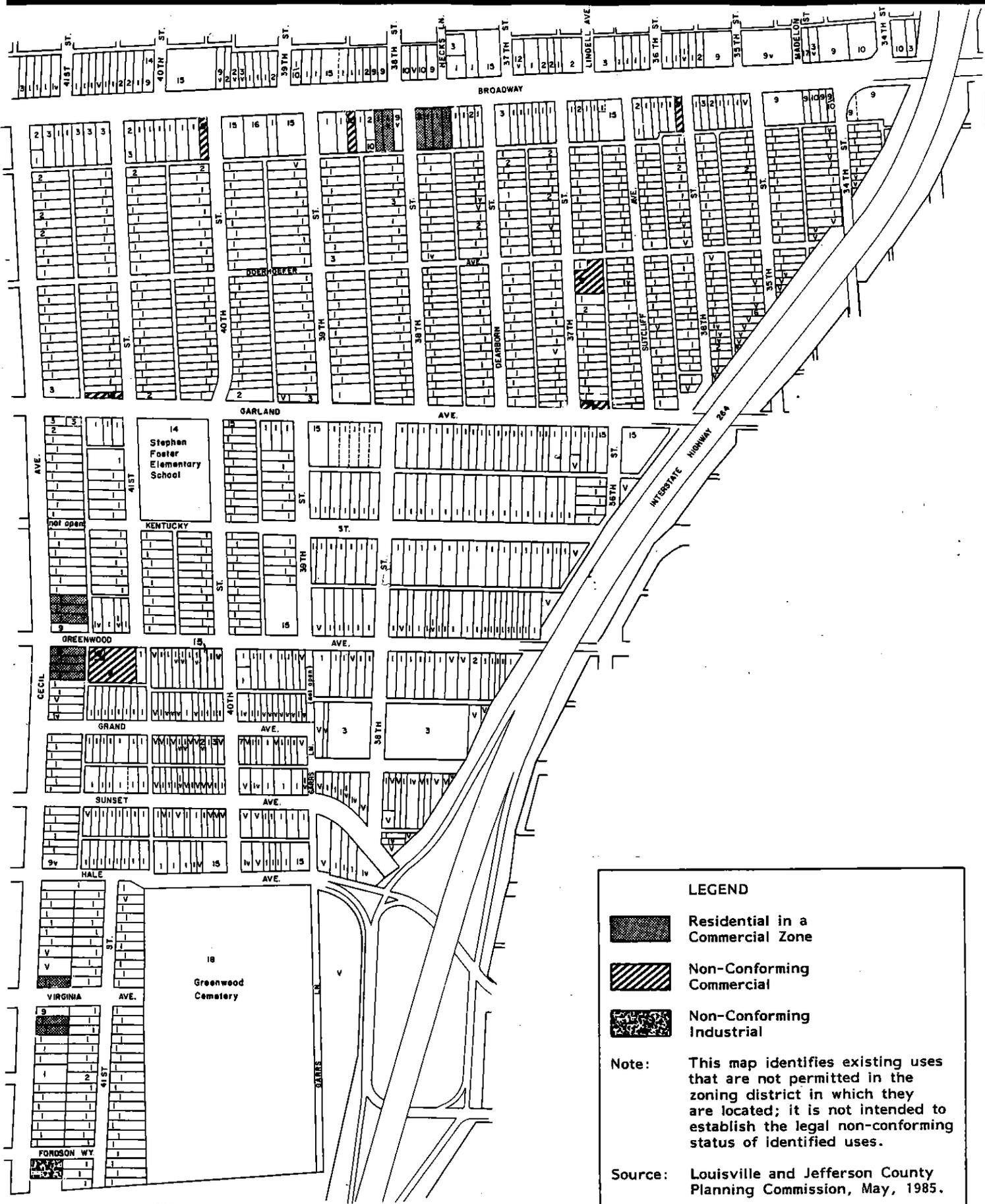
14

16

15

15

15



**LEGEND**

-  Residential in a Commercial Zone
-  Non-Conforming Commercial
-  Non-Conforming Industrial

**Note:** This map identifies existing uses that are not permitted in the zoning district in which they are located; it is not intended to establish the legal non-conforming status of identified uses.

**Source:** Louisville and Jefferson County Planning Commission, May, 1985.

10 / 5

# CHICKASAW NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY  
PLANNING COMMISSION

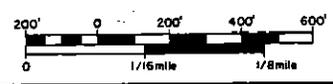


Figure  
1-4

# Condition of Structure

## LEGEND

### RESIDENTIAL

- a Sound
- b Sound-Minor Repairs
- c Sound-Major Repairs
- d Deteriorated
- e Dilapidated

### NON-RESIDENTIAL

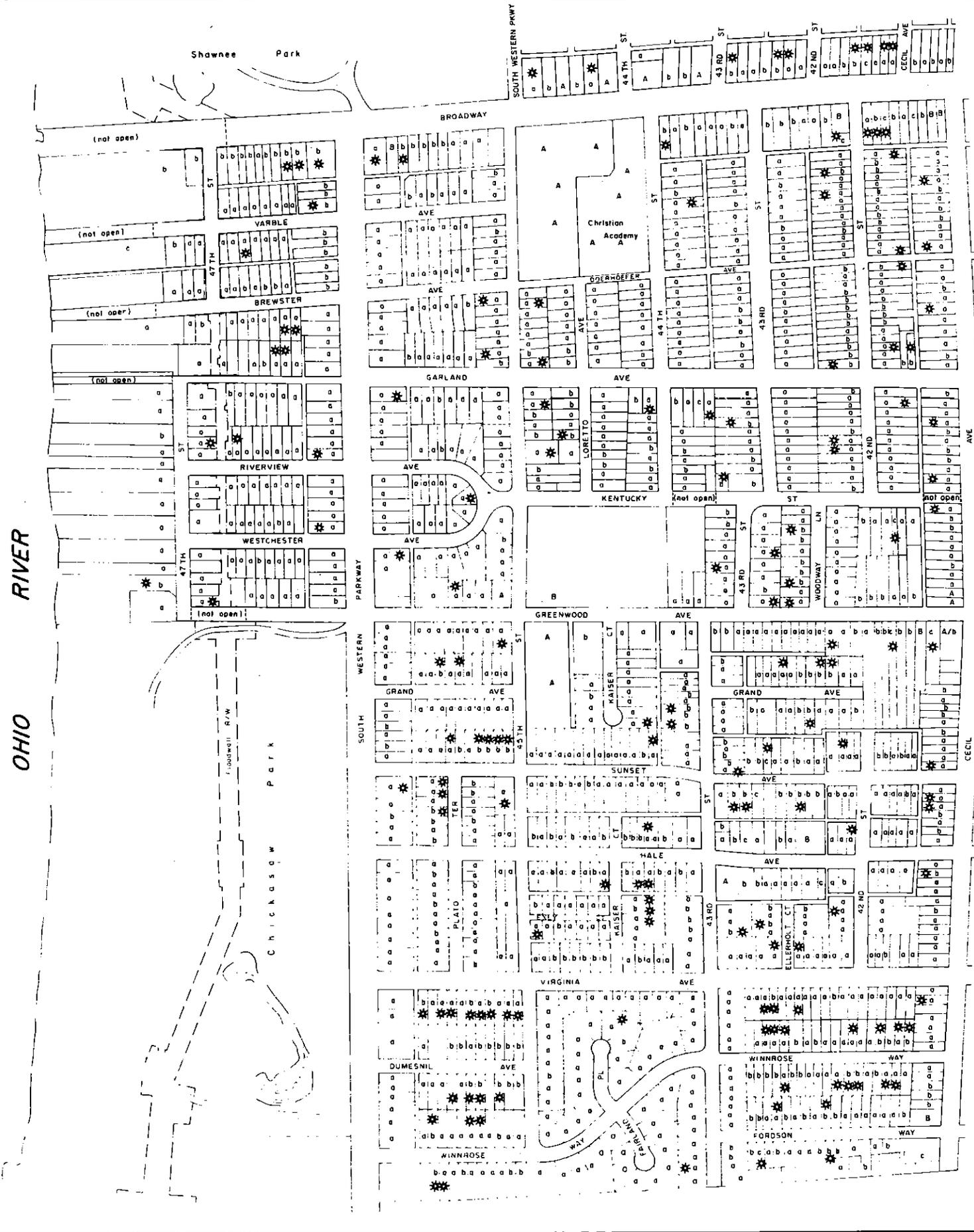
- A Standard
- B Depreciating
- C Sub-Standard

Source: Louisville and Jefferson County  
Planning Commission, March, 1985.

OHIO RIVER

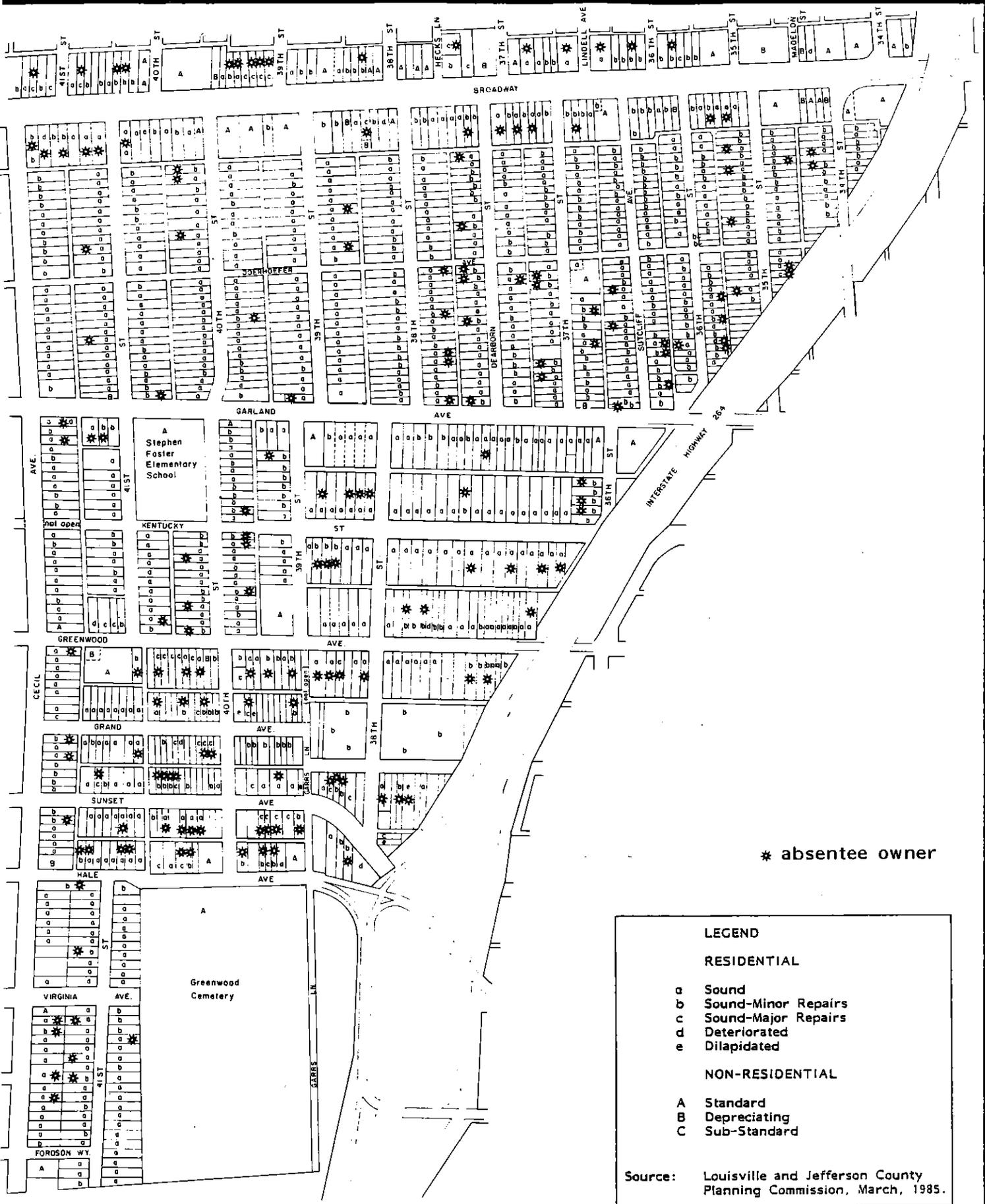
Shawnee Park

SOUTH WESTERN PKWY



# Condition of Structure

March, 1985.



\* absentee owner

**LEGEND**

**RESIDENTIAL**

- a Sound
- b Sound-Minor Repairs
- c Sound-Major Repairs
- d Deteriorated
- e Dilapidated

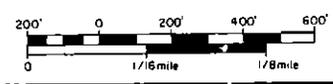
**NON-RESIDENTIAL**

- A Standard
- B Depreciating
- C Sub-Standard

Source: Louisville and Jefferson County Planning Commission, March, 1985.

**CHICKASAW NEIGHBORHOOD**

LOUISVILLE & JEFFERSON COUNTY  
PLANNING COMMISSION



800 FIFTH COURT BUILDING, LOUISVILLE, KENTUCKY 40202 502-581-4210

# Zoning Changes Appropriate To Reflect Existing Land Use

## LEGEND

R-1 Residential

R-5 Residential

R-6 Residential Apartment

R-7 Residential Apartment

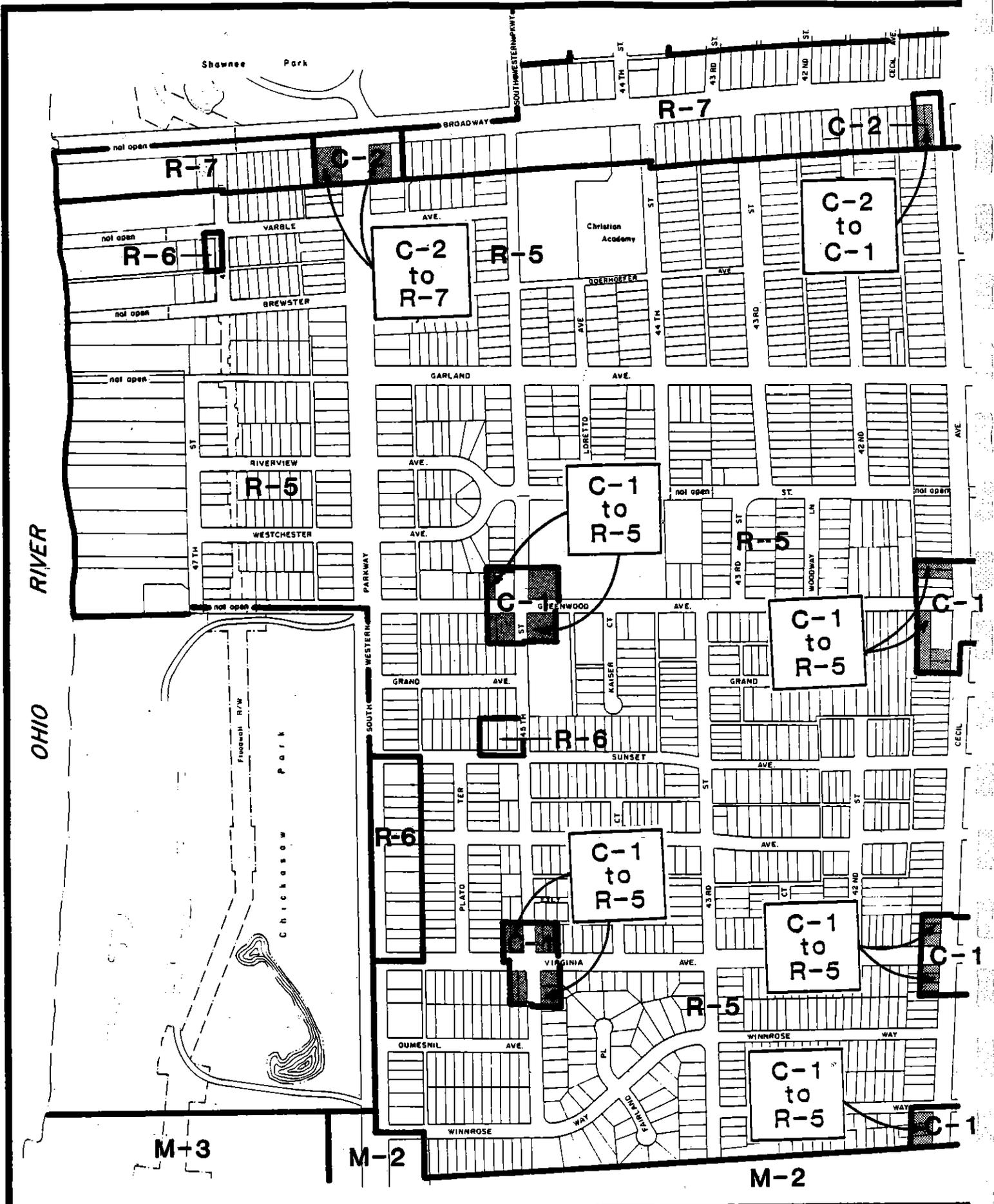
C-1 Commercial

C-2 Commercial

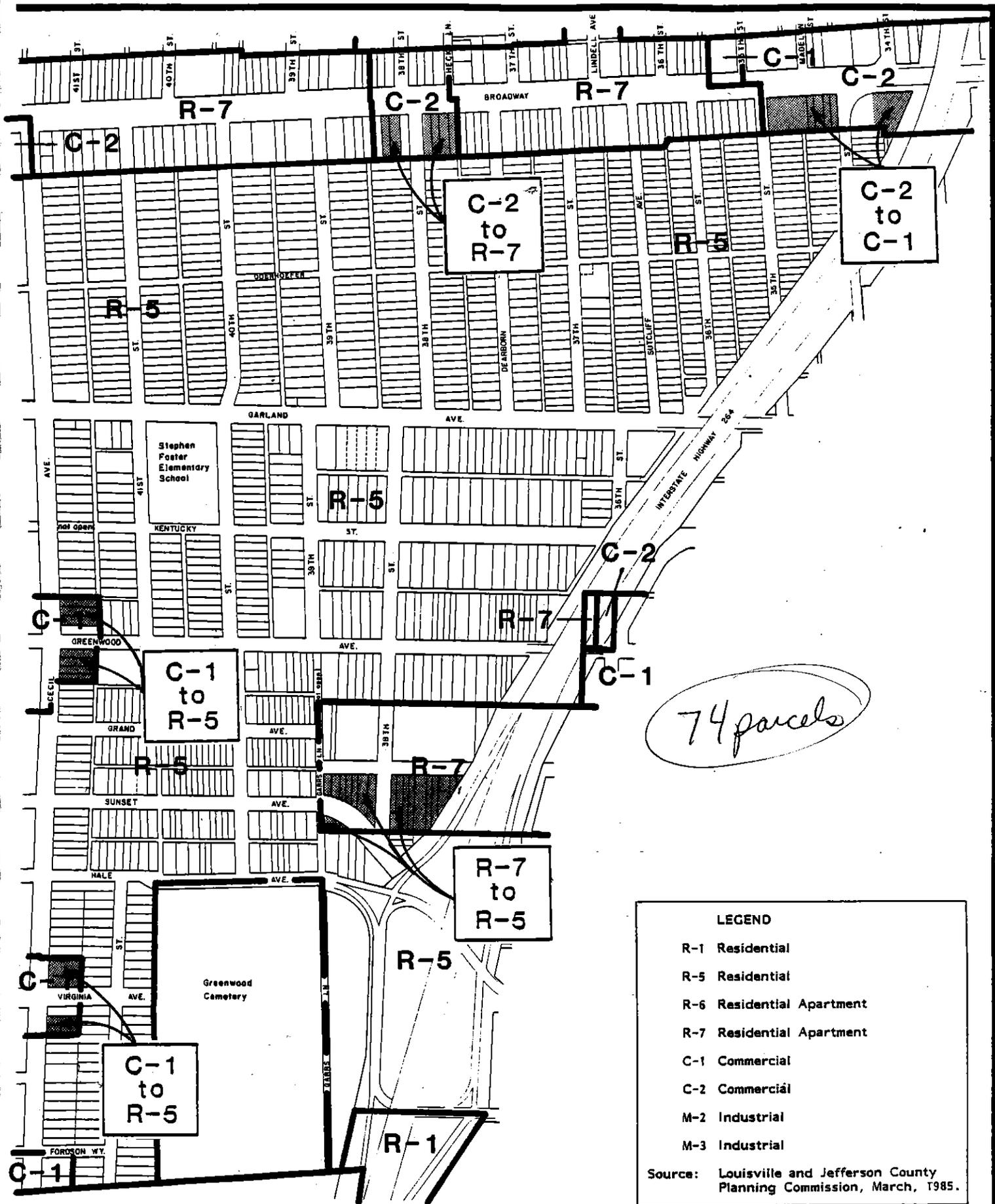
M-2 Industrial

M-3 Industrial

Source: Louisville and Jefferson County  
Planning Commission



**Zoning Changes Appropriate  
To Reflect Existing Land Use**



**LEGEND**

- R-1 Residential
- R-5 Residential
- R-6 Residential Apartment
- R-7 Residential Apartment
- C-1 Commercial
- C-2 Commercial
- M-2 Industrial
- M-3 Industrial

Source: Louisville and Jefferson County Planning Commission, March, 1985.

**CHICKASAW NEIGHBORHOOD**

LOUISVILLE & JEFFERSON COUNTY  
 PLANNING COMMISSION  
1000 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY 40203 502-581-8220



Figure  
**I-6**

## II. TRANSPORTATION NEEDS ASSESSMENT

### Summary of Findings

- The roadway network in the Chickasaw neighborhood is laid out in the traditional north-south, east-west grid pattern with a few exceptions in newer residential areas and where I-264 ramps have altered the network.
- The highest traffic volume of any neighborhood street occurs along Broadway (13,000 vehicles per day). Other relatively well traveled roadways include 34th Street, South Western Parkway and Hale Avenue.
- TARC provides the Chickasaw neighborhood with transit service by way of three local routes, one express route and handicapped transportation services (TARCLIFT). All areas of the community are well served by transit service, but there may be a need for additional TARC shelters or benches.
- Neighborhood streets presently accommodate existing levels of truck traffic adequately. However, neighborhood residents are concerned about the type of truck traffic and the nuisances that it creates.
- The Chickasaw neighborhood is lacking in pedestrian crossing signals and handicapped ramps in sidewalks when compared to other areas. However, the neighborhood also experiences lower levels of vehicular traffic that make those facilities necessary.
- Compared to older neighborhoods in the City, the Chickasaw neighborhood has slightly fewer sidewalks. There are, however, sidewalks along the entire length of the more heavily traveled roadways.
- The bicycle routes passing through the neighborhood are ones where bikes share the roadways with automobiles. These routes are part of a larger bikeway system serving most of the City.

#### A. INVENTORY

##### 1. Existing Conditions

###### a. Roadways

The roadway network in the Chickasaw neighborhood is laid out in the traditional north-south, east-west grid pattern with a few exceptions. These exceptions involve the alterations to the road pattern in the area of the on and off ramps for the Shawnee Expressway (I-264) at Virginia Avenue, the cul-de-sac ends of Fairland Place and the U-shaped end of Kentucky Street.

Each street in the roadway network may be categorized according to its particular function. All streets in the study area serve a vital purpose; the roadway network provides service to local as well as through traffic. "Functional highway classification" identifies the role of a street within the roadway network. The roadway network and functional classification are shown in Figure II-1.

The Shawnee Expressway (I-264), located along the eastern boundary of the study area, is classified as an "expressway", the highest functional classification. An "expressway" carries high-speed, high-volume traffic and provides regional accessibility. North of the study area, the Shawnee Expressway is linked with Interstate 64; and, to the south, the Shawnee Expressway becomes the Henry Watterson Expressway which is linked to Interstates 64, 65 and 71.

There are no "major arterials" in the Chickasaw neighborhood. Major arterials, such as Broadway east of I-264, link major activity centers (employment, shopping centers etc.) within the metropolitan area and provide access to the expressway. "Major Arterial" is the highest street functional classification that a surface street can have.

Two portions of roadway in the Chickasaw neighborhood are classified as "minor arterials". They are Broadway west of South Western Parkway to I-264 and South Western Parkway. "Minor Arterials" serve as a link between "major arterials" and "collectors" and generally emphasize through traffic flow. Travel speeds generally range from 25 to 35 miles per hour depending on weather and traffic conditions. Traffic signals are provided at key intersections.

There are three roadways classified as "collectors" within the Chickasaw Neighborhood. They are Hale, Cecil and Garland Avenues. "Collector" streets generally provide for movement within neighborhoods and access to more highly traveled roadways. Travel speeds are generally between 25 and 35 miles per hour and traffic signals are provided at key intersections.

The remaining streets within the neighborhood are classified as "local" streets. "Local" streets are primarily used for property access and for access to the "collector" street system. On Figure II-1, streets which are not labeled are classified as "local" streets.

Almost the entire Chickasaw neighborhood is served by alleys that run behind the lots. The only exception is the newer residential area south of Hale Avenue. Existing alleys are sometimes used for garbage collection and for rear access to lots.

#### b. Traffic Volumes

Average daily traffic (ADT) is the volume or amount of traffic passing by a designated point on an average day. ADT's for locations along some of the roadways in or serving the Chickasaw neighborhood are shown in Table II-1, "Average Daily Traffic (ADT) Counts."

The highest traffic volume of any surface street in the neighborhood occurs along Broadway. The ADT for Broadway west of 34th Street was slightly less than 13,000 vehicles per day in May of 1979. Broadway, as the major route used by traffic traveling to the downtown area, can be expected to carry higher traffic volumes.

The three other most heavily traveled sections of roadway in the Chickasaw neighborhood all have traffic volumes that are in the 5,000 vehicle per day range. Broadway west of 41st had an ADT of just slightly more than 6,000 vehicles per day in February of 1984. South Western Parkway south of Broadway had an ADT in May of 1982 of just over 5,000 vehicles per day. Also in May of 1982, Hale Avenue east of 40th Street had an ADT of slightly more than 4,500 vehicles per day.

### c. Public Transportation

Public transportation needs in the neighborhood are served primarily by the Transit Authority of River City (TARC). Presently, TARC service to Chickasaw is provided by way of four separate routes. The routes are Broadway (route no. 23), Oak Street (25), Hill Street (27) and the 42nd Street, G.E. Express route (47).

TARC routes are categorized according to function and general area served. The Broadway route is considered to be a radial route. Radial routes generally provide service from an outlying area to Louisville's Central Business District (CBD). The Oak Street and Hill Street routes are considered to be belt routes. Belt routes provide service from one sector of the City to another without passing through the CBD. The 42nd Street - G.E. Express route is, as its name implies, an express route. Express routes provide limited trips from one area of the City or County to another with a limited number of coach stops at each end of the route.

Streets served by TARC are shown in Figure II-2, "TARC Bus Routes." The Broadway, Hill Street and Oak Street routes provide fairly regular service, seven days a week. The 42nd Street - G.E. Express route has only one outbound trip during the morning peak hour and one inbound trip during the evening peak hour, Monday through Friday.

Presently, only the Broadway route is served by regularly scheduled buses equipped with wheelchair lifts. However, kneeling buses are used on all routes serving the neighborhood as well as routes serving other areas of the City and County. Kneeling buses are equipped with an air device used to lower the entrance steps making the bus more accessible to the elderly and handicapped who can walk.

An additional public transportation service of TARC that is available to the elderly and handicapped is TARCLIFT. This special transportation service operates on the basis of requests organized in two manners: "regular subscription" requests and "advance call-in" requests.

The "regular subscription" service is geared to those who work or attend school. It operates Monday through Friday from 6:30 A.M. to 6:00 P.M. A person wishing to use this service arranges a regular pick-up and delivery schedule with TARC, and must use the service at least three days a week.

The "advance call-in" service, offered by TARC, operates on a demand-response basis. Buses operated from 9:00 A.M. to 6:00 P.M. Monday thru Friday. Weekend service is also available from 11:00 A.M. to 6:00 P.M. on Saturday and from 8:30 A.M. to 4:00 P.M. on Sundays. Trip reservations for this service may be obtained as follows: (a) beginning on the 15th of each month from 8:00 A.M. to 12:00 Noon (Weekdays only) reservations for medical and group trips can be made for the following month. If the 15th falls on a Saturday, Sunday, or Holiday, reservations will be accepted on the previous Friday; (b) Thursdays, 8:00 A.M. to 4:00 P.M. for the following week (Sunday thru Saturday); (c) Monday, Tuesday, Wednesday, and Friday from 8:00 A.M. to 12:00 Noon for the current week. Medical and rehabilitation trips receive first priority. The "regular subscription" service is currently operating at capacity and cannot, at this time, take-on additional passengers.

In addition to TARC's special handicapped service, the WHEELS program sponsored by the American Red Cross provides transportation services for the elderly and handicapped. The program consists of the use of several vehicles to provide access to nutrition, medical and social centers. Although there are some set routes used by the WHEELS program, schedule times and routes are generally determined by the number of people traveling to each location on a particular day. Individuals wishing to use the service are requested to schedule needed services at least five days in advance.

#### d. Goods Movement

Existing levels of truck traffic are currently being accommodated adequately on neighborhood streets. The amount of truck traffic which is not significant and does not create great concern. The type of truck traffic does, however. Large noisy trucks, sometimes carrying hazardous chemicals and materials to or from industries just south of the neighborhood sometimes enter and exit the Shawnee Expressway using Hale Avenue as access to the Virginia/Dumesnil ramps. Other streets experiencing truck traffic include South Western Parkway and Broadway primarily.

There are no train tracks within the Chickasaw neighborhood. However, the Illinois Central railroad tracks south of the neighborhood cross South Western Parkway and this at-grade crossing is rough. To the east of the neighborhood, trains traveling along the K&IT railroad track, that uses the 30th Street corridor, frequently block traffic for long periods of time. This is of concern to residents of the Chickasaw neighborhood using Garland, Greenwood or Virginia Avenues or Dumesnil Street to travel eastward.

e. Sidewalks and Pedestrian Facilities

Sidewalks and street crossing aids should ideally be provided in areas that would insure safe pedestrian access to and from centers of activity. In the Chickasaw neighborhood, significant concentrations of pedestrian movement can be found around Chickasaw and Shawnee Parks and other recreational facilities and in the vicinity of the neighborhood's two schools. Areas around schools and recreation facilities are of special concern because of the number of children attracted by these land uses.

Figure II-3, "Traffic Control Devices and Pedestrian Facilities" shows sidewalk locations as well as the location of traffic signals, crosswalk lines, and wait/walk signals.

Compared to older neighborhoods of the City, the Chickasaw neighborhood has slightly fewer sidewalks. The area between Garland Avenue and Broadway is totally served by sidewalks. The area south of Garland Avenue is periodically served by pieces of sidewalk. There are, however, sidewalks along the entire length of the more heavily traveled roadways.

f. Bikeways

The neighborhood is served by officially designated and marked Class III bicycle routes. Bicycle routes in Chickasaw are shown on Figure II-4. Bicycles using this type of route share the road directly with motor vehicles. Roadways along which Class III bikeway facilities occur are identified by green and white signs displaying a bicycle with the words "Bike Route" written underneath. Streets are selected for Class III bikeways if they have sufficient roadway widths, low traffic volumes, low speed limits and continuity with the bike route system.

The bicycle routes passing through the Chickasaw neighborhood are part of a larger bikeway system serving most of the City. The bikeway system, including the portion in the neighborhood, was established in 1977 with the adoption of the bikeway plan by the Kentuckiana Regional Planning and Development Agency (KIPDA). Roadways in the neighborhood used by bikeways include South Western Parkway, Greenwood Avenue and 38th Street.

g. Parking Facilities

Parking facilities, both on-street and off-street, are an important element in any neighborhood's transportation system. Properly designed and adequate amounts of off-street parking ensure that the flow of traffic is not frequently interrupted by vehicles entering and exiting on-street spaces. Vehicles must have a storage or parking place at both the origin and destination of any trip.

On-street parking is common in the older residential areas of the Chickasaw neighborhood in the northern half of the neighborhood. In the southern half of the neighborhood, there are newer residential

areas that are more likely to have driveways for parking. Several areas without driveways have rear lot parking which is accessible by way of alleys. In addition, a vast majority of the non-residential development in the neighborhood has adequate off-street parking facilities.

## B. ASSESSMENT

### 1. Analysis of Existing Conditions

#### a. Roadways

The street network in the Chickasaw neighborhood handles normal traffic volumes with little or no problems. Even during peak commuting hours few delays develop along the minor arterials and collectors running through the neighborhood. There are no serious traffic flow problems that warrant major traffic improvements, such as road widening, or even minor improvements such as peak-hour parking restrictions.

Level of service. Level of Service is a measure of how well the intersection of two roadways accommodates the traffic that flows through that intersection. It is based on collective transportation factors such as travel speed, freedom to maneuver, driving ease, traffic interruptions, safety and convenience provided by an intersection during peak traveling hours. Factors directly involved in calculation and determination of level of service include traffic volumes, right and left turning-movements and traffic signalization.

Level of Service (LOS) designations range from "A" to "F". LOS "A" implies free flowing traffic conditions. LOS "A" and "B" indicate generally good traffic service with the capacity to handle additional vehicles. Intersections with LOS "C" experience acceptable delays. LOS "D" approaches unstable flow, although delays at the intersection are tolerable. LOS "E" implies substantial congestion with traffic making frequent stops and starts. LOS "F" indicates traffic is often backed up or jammed.

Level of service data for the Chickasaw neighborhood is presented in Table II-2. Level of service was calculated using the peak traffic hour for the particular intersection. All intersections for which traffic data was available in the Chickasaw neighborhood have a LOS designation of "A". This can be attributed to the relatively low traffic volumes in the neighborhood and the adequate design of those intersections.

Some residents of the Chickasaw neighborhood, however, feel that weekend traffic entering and exiting Shawnee Park congests the intersection of 45th and Broadway to the point that some sort of traffic signalization may be needed at this intersection.

Pavement Conditions. The condition of street surfaces throughout the Chickasaw neighborhood are generally good. There are exceptions, however. Pavement conditions are poor along Varble and

Brewster Avenues west of South Western Parkway and along the portion of 47th Street that connects these two roadways. Poor pavement conditions also exist on Westchester and Riverview Avenues east of South Western Parkway. Pavement conditions are deteriorating along 43rd Street south of Greenwood Avenue and along Winnrose and Fordson Ways east of 43rd Street. In order for Westchester Avenue to be publicly maintained, it must be first be dedicated to public use. It is currently a private roadway.

In addition to poor pavement conditions, there are many roadways in the neighborhood that are narrow and poorly drained. Poor drainage along some roadways can be attributed at least in part to the lack of curbing along the roadways. Most problems with narrow pavement and poor drainage patterns occur along north/south streets south of Garland Avenue.

Many alleys in the Chickasaw neighborhood are in need of maintenance and repair. Problems associated with the deteriorating alleys include poor surface conditions, inadequate drainage, overgrown vegetation and dumping.

Accidents. Few intersections within the boundaries of the Chickasaw neighborhood have significant numbers of traffic accidents. The three intersections in the neighborhood that have experienced significant levels of traffic accidents in either 1983 or 1984 (the latest years for which data is available) are Cecil Avenue and Broadway, 34th Street and Broadway and Hale and Cecil Avenues.

At the intersection of Cecil Avenue and Broadway in 1983, no accidents were reported. In 1984, six (6) accidents were reported at this intersection. A similar increase occurred at the intersection of 34th Street and Broadway. In 1983, three (3) accidents were reported at 34th and Broadway; whereas, in 1984, twelve (12) accidents were reported at the same location. The opposite occurred at the intersection of Hale and Cecil Avenues. In 1983, five (5) accidents were reported, but in 1984 no accidents were reported.

Most of the high accident intersections in the neighborhood also experience high levels of traffic. It is normal for streets with higher traffic volumes to have a higher number of traffic accidents. As traffic accidents causes, failure to yield the right-of-way and improper turning movements may indicate driver confusion about an intersection, improper design or some other defect. This may indicate the need for improvements at these intersections including improved lane markings, improved traffic signalization, or needed left-turn bays. However, no specific suggestions appear to be warranted.

#### b. Public Transportation

Existing bus service in the Chickasaw neighborhood appears to be adequate. The routes serving the neighborhood are fairly equally distributed so that a majority of neighborhood residents are within a few blocks of a TARC route. According to TARC, an acceptable

walking distance to a bus stop for able-bodied people is three to four blocks (approximately  $\frac{1}{4}$  of a mile), although a one to two block walking distance is more desirable.

Three of the four TARC routes that serve the Chickasaw neighborhood link the neighborhood directly with the downtown area of the City and/or connect with other bus routes that serve all portions of the City and County. The frequency of buses on these routes, the Broadway, Oak Street and Hill Street routes are greater and these routes experience the heaviest ridership in the neighborhood. The remaining route, the 42nd Street/G.E. Express route, provides rather infrequent service directly to the General Electric Appliance Park in the County.

Potential transit users can be discouraged from using transit service due to problems with convenience, waiting times, accessibility, safety and comfort for the transit passenger. The lack of shelters and benches along the TARC routes in the study area might discourage ridership. Given their significant cost, TARC's policy has been to locate shelters at those locations where larger boarding activity occurs and at socially desirable locations such as elderly and handicapped facilities. Even with this goal in mind, physical limitations and other restrictions sometime prevent TARC from accomplishing this. While TARC tries to be responsive in installing shelters, given the large volume of requests they receive throughout Jefferson County, they must nonetheless be judicious in their placement. Some of the reasons for not using public transportation are inherent when it is compared to private transportation (automobile). Efforts to improve service must be constant, however, in order to better serve those people without access to private transportation.

The WHEELS and TARCLIFT transit programs for the elderly and handicapped seem to adequately serve the needs of this target group in the Chickasaw neighborhood. However, continuing Federal funding cuts to these programs are a threat to the service they offer.

#### c. Goods Movement

Existing levels of truck traffic are currently being accommodated on neighborhood streets. No increase in levels of truck traffic is projected. However, it is not necessarily the amount of truck traffic that concerns neighborhood residents but rather the type of truck traffic. Large, noisy trucks, sometimes carrying hazardous materials disrupt the neighborhood. In addition, some residents of the neighborhood, particularly along Westchester Avenue, have expressed concern over the parking of large tractor-trailors along residential streets and the detrimental effect on the residential character of the neighborhood that results.

Trucks should ideally use "collector" streets and above for access through the neighborhood. This would mean that trucks should be encouraged to use Broadway, Southwestern Parkway, Garland, Cecil and Hale Avenues in Chickasaw. In particular, Whayne Supply, whose

access point in the neighborhood is at Cecil Avenue, should be discouraged from using Winnrose Avenue as a connector between South Western Parkway and Cecil Avenue. Whayne Supply should be encouraged to develop and use access directly to and from Southwestern Parkway. In addition, all large trucks should be discouraged from using the Hale Avenue ramps from I-264. Rather the Bells Lane exit ramps should be used for local access. Signs might be placed on I-264 to this effect, and "no through truck" signs might be placed on Hale west of I-264 when another access route is developed for Whayne Supply.

#### d. Sidewalks and Pedestrian Facilities

Compared to older neighborhoods of the City, the Chickasaw neighborhood has slightly fewer sidewalks. There are, however, sidewalks along the entire length of the more highly traveled roadways. The sidewalks are generally well maintained. However, there are areas where sidewalks pose a tripping hazard. Refer to Figure II-3. In addition, there are a few areas without sidewalks where there would appear to be a need for them for the safety of pedestrians. One such area is the area to the east and south of Stephen Foster Elementary School, a pedestrian activity generator.

Only one intersection in the Chickasaw neighborhood, that of 34th and Broadway, is served by pedestrian crossing signals. This can at least partially be attributed to the low levels of traffic and relatively few signalized intersections in the predominately residential Chickasaw neighborhood. At many intersections of roads with on-street parking cars parked along the side of the road too near the intersection create visibility problems for pedestrians and the traffic that is trying to avoid them. This situation might warrant pedestrian crossing warning signs.

Other than several intersections along Hale Avenue where sidewalks were recently constructed, few intersections in the Chickasaw neighborhood are served by "handicapped ramps" in the sidewalks. The grade separation between the road surface and sidewalks at an intersection presents a barrier for wheelchairs and can be an obstacle for elderly and infirmed pedestrians. Most of the high pedestrian concentration areas (schools, parks) lack ramps for the handicapped.

#### e. Bikeway Facilities

Existing bike routes in the Chickasaw neighborhood appear to provide adequate service. Neighborhood routes link with other bikeways throughout Louisville making a number of neighborhoods and activity centers accessible by bicycle. In addition, bicyclists in the Louisville area are legally allowed to use any street or highway except expressways. If bicyclists use roadways that are not officially designated bicycle routes, they should be particularly cautious on roadways with high travel speeds (35 miles per hour or more) and high traffic volumes.

f. Parking

In general there appears to be adequate parking for the Chickasaw neighborhood. There are areas, however, that experience problems due to the periodic shortage of parking facilities. Many of the north/south streets north of Garland Avenue are narrow and on-street parking, necessitated by the lack of driveways, hampers traffic flow.

C. CONCLUSION

a. Roadways

Neither level of service ratings (indicating adequacy of an intersection in dealing with traffic) nor traffic levels would appear to dictate the need for roadway or intersection improvements. Pavement conditions along some select portions of roadway are in poor condition or deteriorating. Several roadways are narrow and would require curbing to effectively deal with the problem of standing water. Many of the alleys in the Chickasaw neighborhood are in need of repair and continuing maintenance. Only the intersections of Cecil Avenue and Broadway, 34th Street and Broadway and Hale Avenue and Cecil Avenue have significant number of traffic accidents..

b. Public Transportation

Existing bus service in the Chickasaw neighborhood appears to be adequate. However, the lack of shelters and benches along the TARC routes in study area might discourage ridership.

c. Good Movements

Neighborhood roadways adequately handle levels of truck traffic currently. However, due to the concern on the part of residents as to the type of truck traffic and the hazards and nuisances created, truck traffic should be encouraged to confine itself to collector and above roadways or to find alternative routes through areas other than the Chickasaw neighborhood.

d. Sidewalks and Pedestrian Facilities

Despite the fact that the Chickasaw neighborhood has fewer sidewalks than several other neighborhoods, there are sidewalks along the entire length of the more highly traveled roadways. Some sidewalks have tripping hazards but few have handicapped ramps. Only one intersection, that of 34th and Broadway is served by pedestrian crossing signals. Crossing at some intersections may be hazardous due to poor visibility created by parked cars too near the intersection.

e. Bikeway Facilities

Existing bike routes in the Chickasaw neighborhood, which connect to a City-wide network of bike routes, appear to serve the neighborhood adequately.

f. Parking

There appears to be adequate parking facilities in the Chickasaw neighborhood although necessary on-street parking on narrow streets in some areas hampers traffic flow.

Table II-1: Average Daily Traffic (ADT) Counts

<u>Date</u>	<u>Location</u>	<u>ADT</u>
5/82	Hale Avenue east of 40th Street	4,576
5/82	Virginia Avenue east of 34th Street	2,919
10/80	Virginia Avenue west of 34th Street	3,573
2/84	Broadway west of 41st Street	6,099
	Broadway west of 41st Street eastbound	2,808
	Broadway west of 41st Street westbound	3,291
5/79	Broadway west of 34th Street	12,830
11/82	Broadway east of South Western Parkway	3,868
	Broadway east of South Western Parkway Eastbound	1,647
	Broadway east of South Western Parkway Westbound	2,220
6/82	South Western Parkway north of Broadway	2,881
	South Western Parkway north of Broadway Northbound	1,408
	South Western Parkway north of Broadway Southbound	1,473
5/82	South Western Parkway south of Broadway	5,252
	South Western Parkway south of Broadway Northbound	2,802
	South Western Parkway south of Broadway Southbound	2,450
5/82	34th Street north of Broadway	6,780
5/82	34th Street south of Broadway	6,193

TABLE II-2: Traffic Adequacy of Key Intersections

(Level of Service Rating)

<u>Date</u>	<u>Intersection</u>	<u>AM</u>	<u>PM</u>
2/23/84	Broadway @ Cecil Ave.	A	A
9/18/74	Broadway @ 34th St.	A	A
8/27/84	Broadway @ South Western Pkwy.	A	A
8/9/82	Garland Ave. @ Cecil Ave.	A	A
8/10/82	Greenwood Ave. @ Cecil Ave.	A	A
8/29/84	Greenwood Ave. @ South Western Pkwy.	A	A
8/11/82	Hale Ave. @ Cecil Ave.	A	A

Source: City of Louisville Public Works Department, 1985, for counts.

Louisville & Jefferson County Planning Commission, 1985, for level of service.

# 1985 Functional Highway Classification

## LEGEND

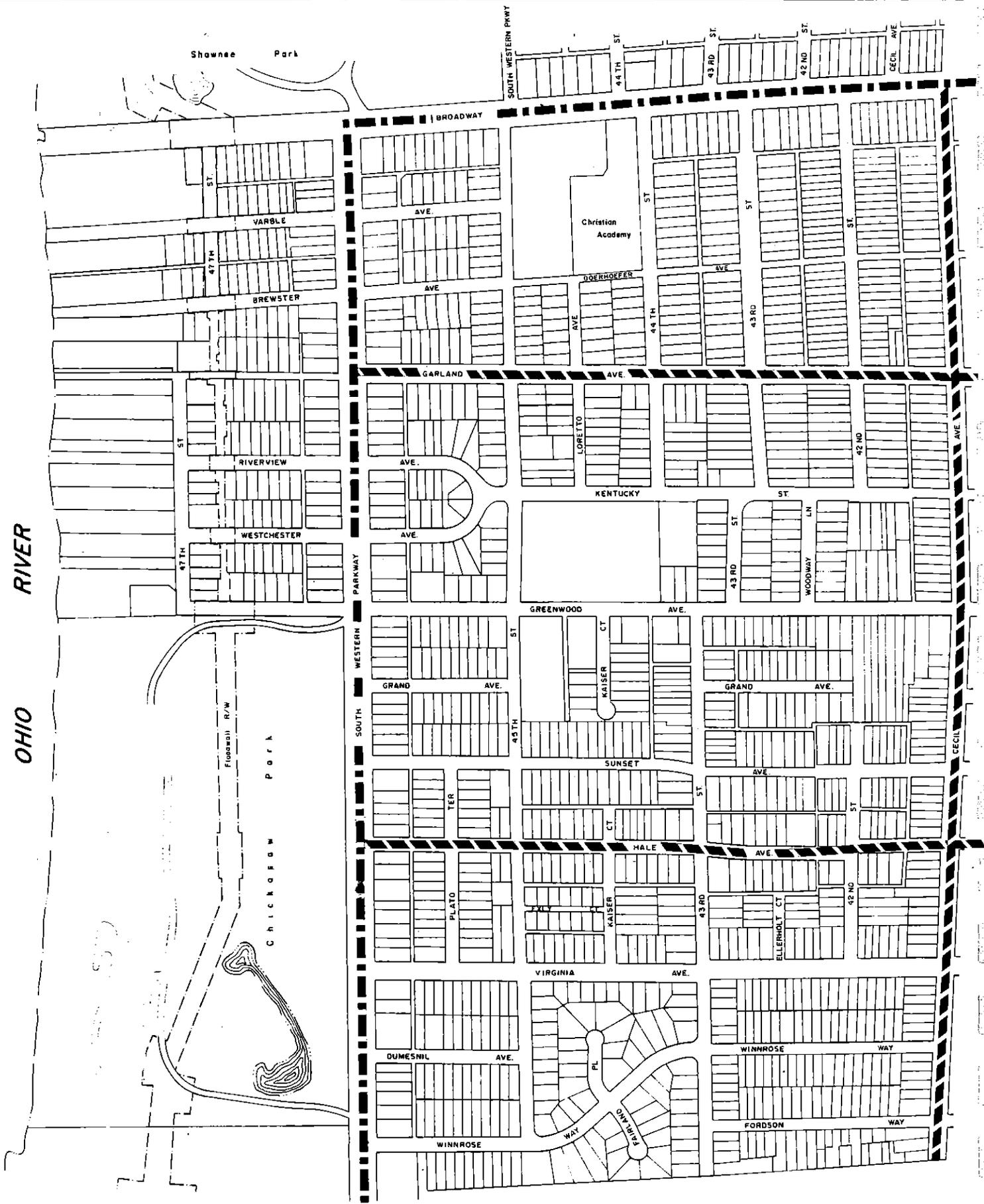
-  Expressways
-  Major Arterials
-  Minor Arterials
-  Collectors

Source: Louisville and Jefferson County  
Comprehensive Plan, 1979

Note: Those streets that are not marked  
serve as local streets.

OHIO RIVER

Shownee Park



# 1985 Functional Highway Classification



# TARC Bus Routes

## LEGEND

### TARC BUS ROUTES



\* Broadway



Oak Street



Hill Street

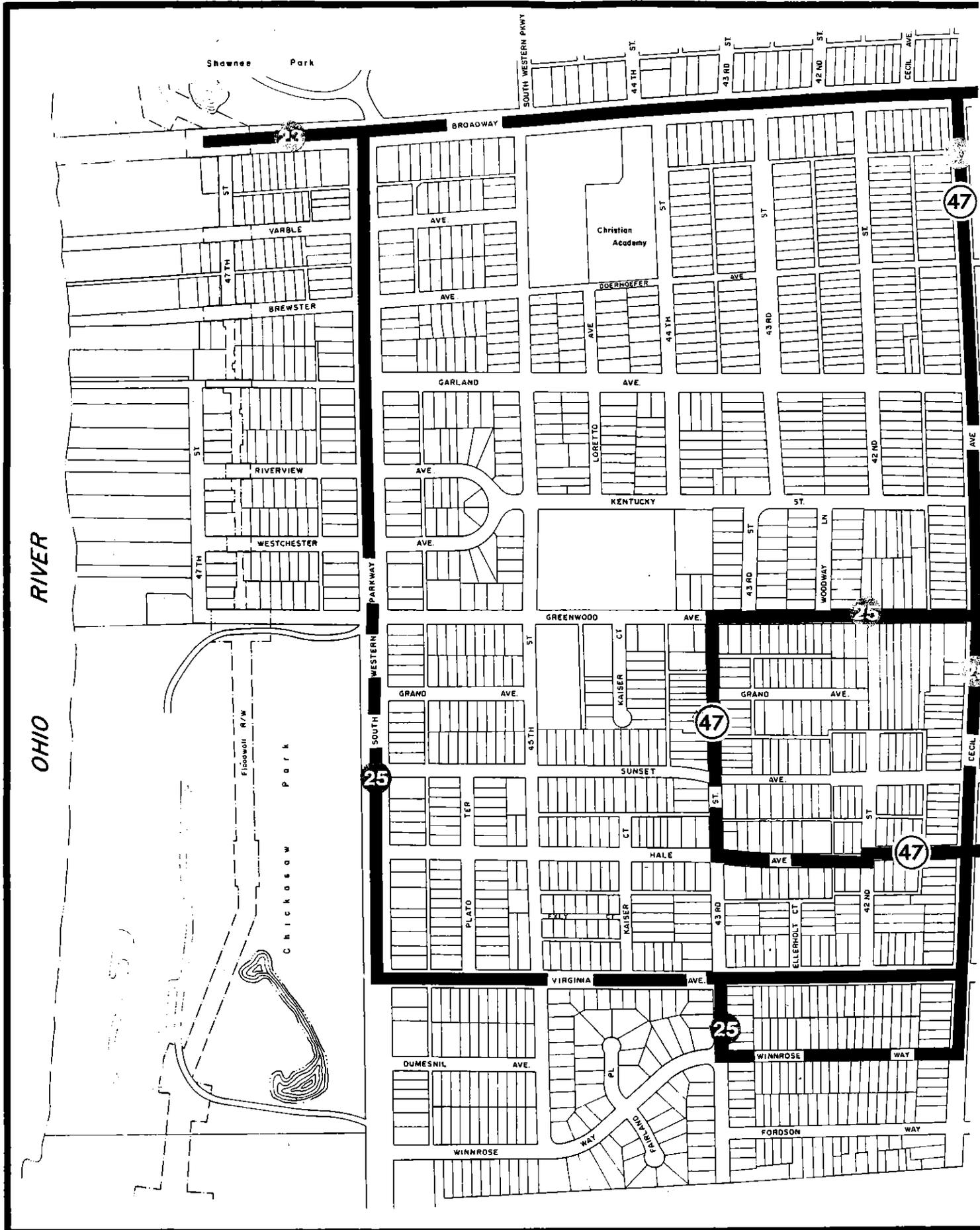


42nd Street G.E. Express

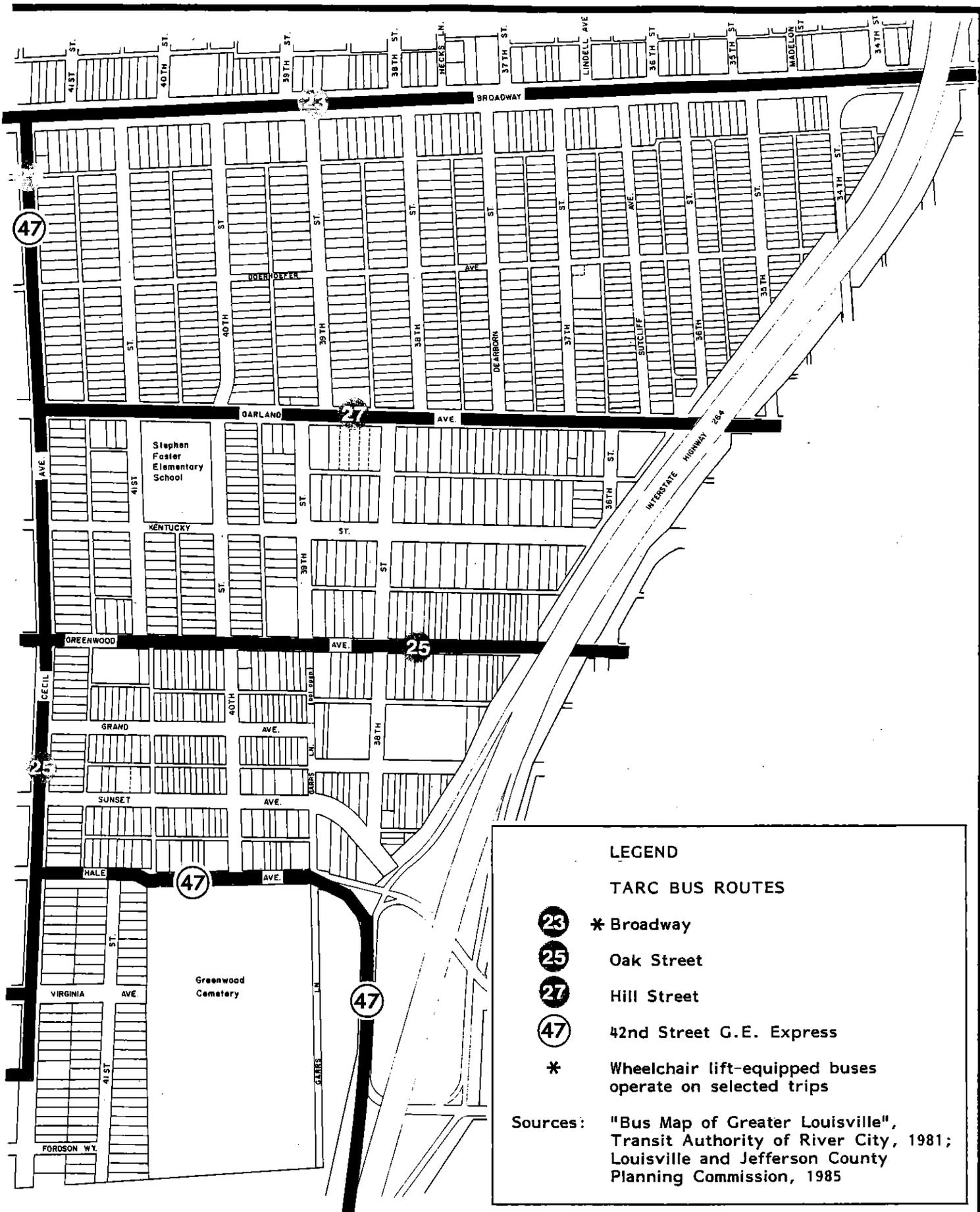
\*

Wheelchair lift-equipped buses  
operate on selected trips

Sources: "Bus Map of Greater Louisville",  
Transit Authority of River City, 1981;  
Louisville and Jefferson County  
Planning Commission, 1985



TARC Bus Routes



**CHICKASAW NEIGHBORHOOD**

LOUISVILLE & JEFFERSON COUNTY  
PLANNING COMMISSION

100 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY 40202 502-481-6230



# Traffic Control Devices and Pedestrian Facilities

## LEGEND

-  Sidewalks
-  Possible Tripping Hazards
-  Crosswalks
-  Traffic Signals
-  Walk/Wait Signals
-  Wheelchair Ramps
-  Traffic Direction  
(one-way)

Source: Louisville and Jefferson County  
Planning Commission,  
Field Survey, February, 1985.

OHIO RIVER

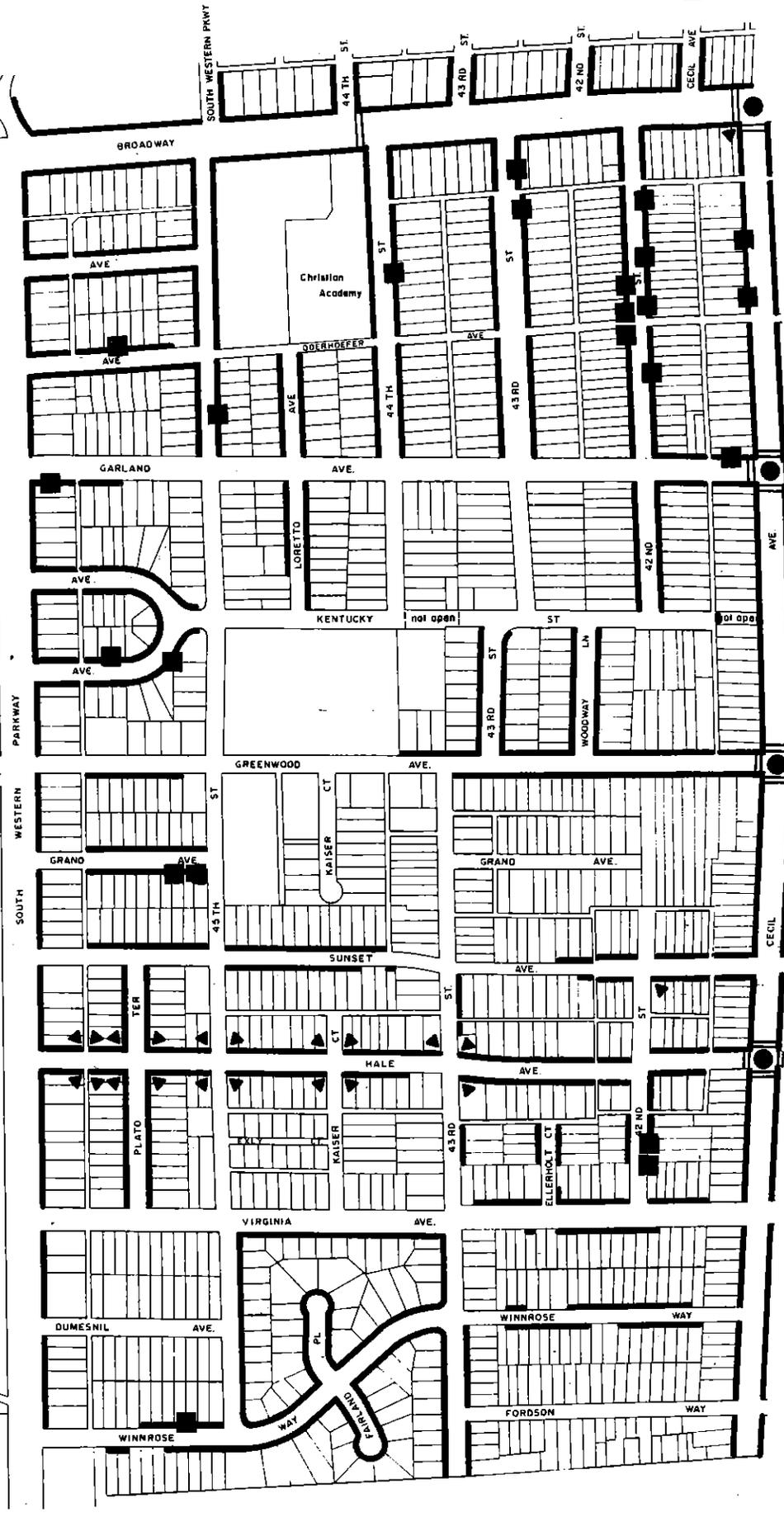
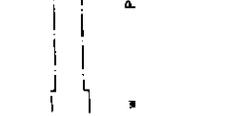
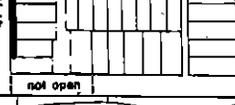
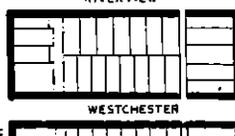
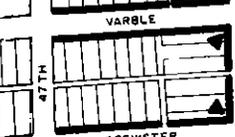
Shawnee Park

not open

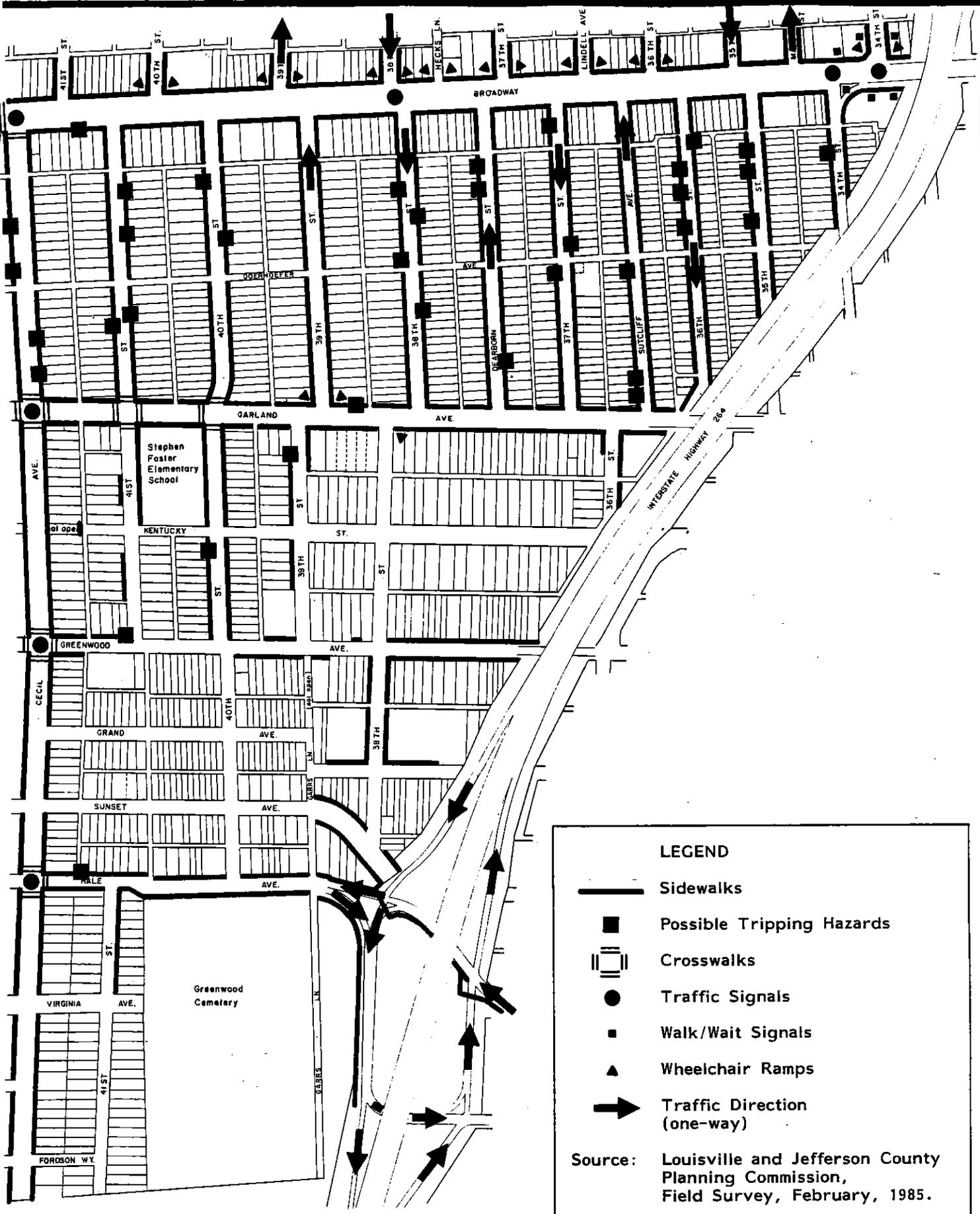
not open

not open

not open



Traffic Control Devices and Pedestrian Facilities



**LEGEND**

- Sidewalks
- Possible Tripping Hazards
- Crosswalks
- Traffic Signals
- Walk/Wait Signals
- Wheelchair Ramps
- Traffic Direction (one-way)

Source: Louisville and Jefferson County Planning Commission, Field Survey, February, 1985.

**CHICKASAW NEIGHBORHOOD**

LOUISVILLE & JEFFERSON COUNTY  
PLANNING COMMISSION  
100 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY 40202 502-581-1410



Figure  
**11-3**

# Bike Routes

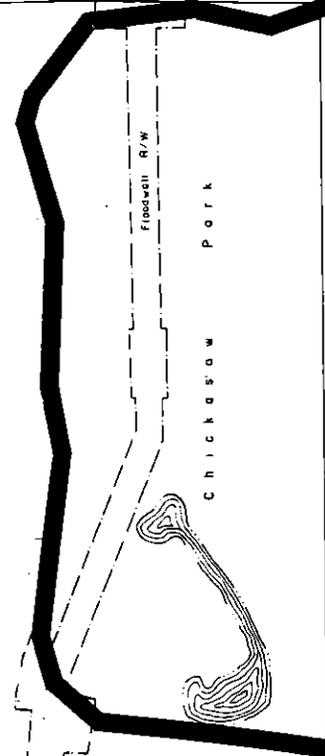
## LEGEND

 Official Bicycle Routes  
in Louisville Areas

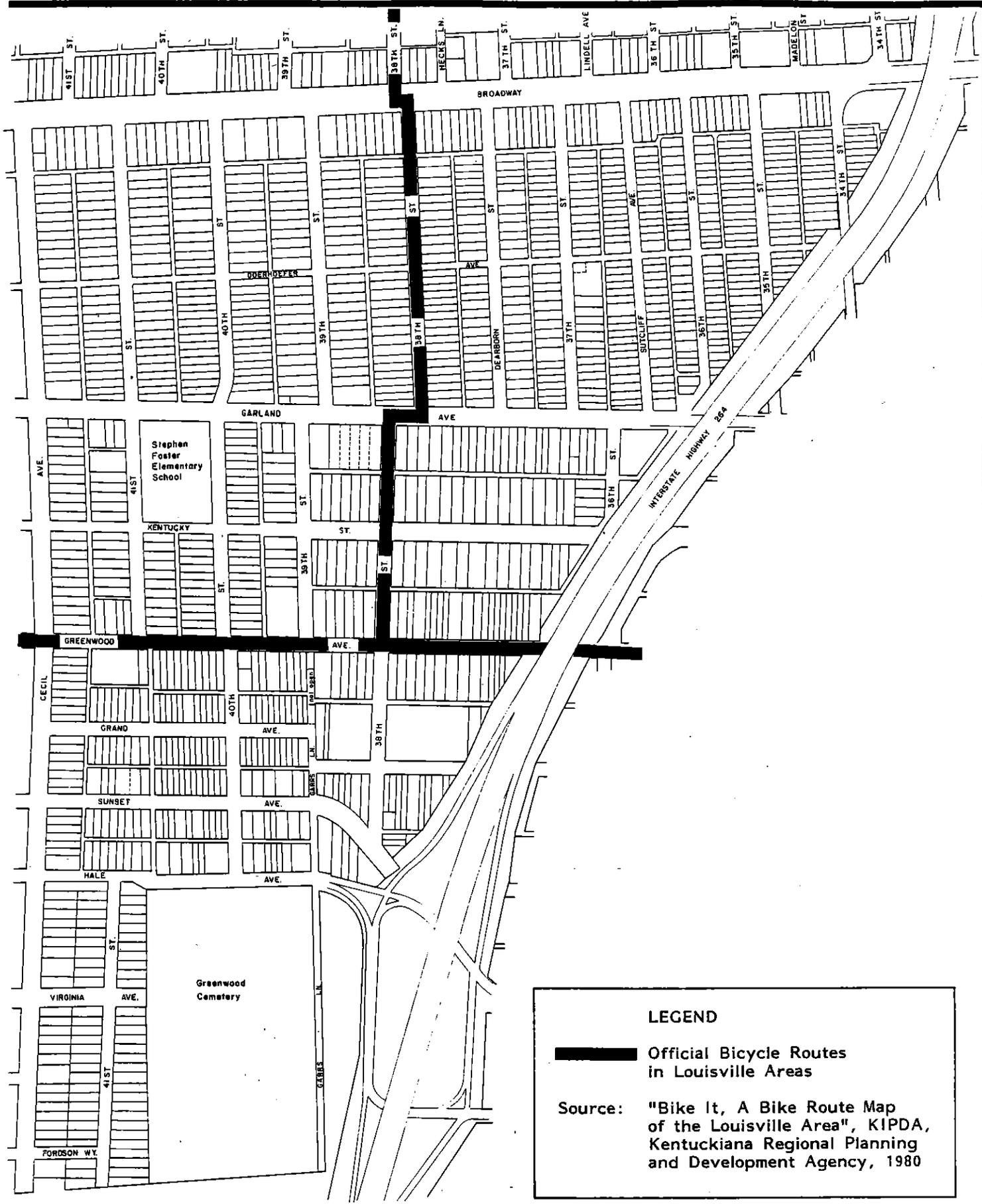
Source: "Bike It, A Bike Route Map  
of the Louisville Area", KIPDA,  
Kentuckiana Regional Planning  
and Development Agency, 1980

OHIO RIVER

Shawnee Park



# Bike Routes



**LEGEND**

 Official Bicycle Routes in Louisville Areas

Source: "Bike It, A Bike Route Map of the Louisville Area", KIPDA, Kentuckiana Regional Planning and Development Agency, 1980

**CHICKASAW NEIGHBORHOOD**

LOUISVILLE & JEFFERSON COUNTY  
**PLANNING COMMISSION**  
500 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY 40202 502-461-9220

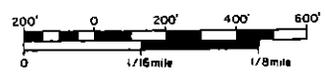


Figure  
**11-4**

### III. ECONOMIC DEVELOPMENT NEEDS ASSESSMENT

This section addresses the economic development needs and issues of the Chickasaw neighborhood area. The first part of this section is an inventory of the existing commercial and industrial uses in the area that provide goods, services or employment for the neighborhood, and summarizes the economic "demand" within the neighborhood as generated from a survey of relevant socio-economic characteristics of the residents. This is followed by an analysis of the adequacy of commercial space and employment opportunities in the study area. Finally a conclusion describes possible methods of addressing the problems and issues that have been identified by this section.

While a neighborhood's economic strength is strongly dependent on the strength of the economy in the larger metropolitan area and even the national economy, unique conditions and opportunities within an area may create economic conditions which do not follow the direction of the greater economy. Chickasaw is predominately a residential neighborhood. It has experienced rapid racial succession and yet maintained a solidly middle class character.

#### SUMMARY OF FINDINGS

- There are few commercial uses in the Chickasaw neighborhood. There are 15 "neighborhood commercial" uses in the Chickasaw neighborhood, 3 "regional commercial uses", 8 "commercial services" and no offices.
- Industrial uses are virtually absent from the neighborhood. There are 2 "light" industrial uses in Chickasaw and no "heavy" industrial uses. There are however several industrial uses in both categories just south of the neighborhood.
- A poor selection of retail stores and a gap between consumer demand and commercial supply indicate that residents are shopping outside the neighborhood. Good retail establishments are nearby however.
- The best opportunities for employment of neighborhood residents is going to remain outside the neighborhood and could be enhanced by the reuse of several vacant industrial uses nearby.
- The most significant actions to improve employment and shopping appear to be encouraging expanded commercial use and reuse in areas adjacent to Chickasaw and to development or reuse vacant parcels of land or vacant industrial structures, when located in inappropriate areas, for industrial purposes.

#### A. INVENTORY

##### 1. Economic Activity

This part concentrates on commercial and industrial uses in view of their significance to employment and residential services. Overall employment within the area is discussed under the Resident Economic Profile (Section III-A-2-c). Commercial and industrial uses including vacant property and associated parking are a minor part of the land use in the Chickasaw neighborhood occupying only 4.8 acres or about 0.82% of the total land area according to a March of 1985 survey of land use. Commercial and industrial and uses are broken down into the following subgroups for evaluation.

a. Commercial Uses

Commercial land uses (including vacant structures and associated parking) occupy 4.5 acres or 0.77% of the Chickasaw land area. Four "functional use" classifications are used to more closely describe the commercial use's relationship with the neighborhood: neighborhood, regional, service and office (no offices are present in the area). Wholesale uses, also absent in the area are generally considered under industrial. A description of the commercial functional classifications present in the area and summary of land use follows:

Neighborhood Commercial Uses. "Neighborhood commercial" uses are retail stores that serve area residents' shopping needs for non-durable personal consumption items such as food, clothing, medicine, liquor, etc.. Bars and restaurants are included in this category also. Neighborhood commercial uses, generally speaking, depend heavily on local area residents for support although the automobile has somewhat blurred this relationship. There are 15 neighborhood serving commercial uses in Chickasaw occupying 2.5 acres of land. Two small clusters exist, at Broadway and its intersection with I-264 and at the intersection of Cecil Avenue and Greenwood Avenue. All but five of the neighborhood serving uses are in these areas and the remaining five are located scattered along the same streets where clusters occur. Refer to Figure III-1.

Regional Commercial Uses. "Regional commercial" uses are retail stores that draw customers from a wide area and are not dependent on a single neighborhood's population along for support. Regional commercial uses are identified by the durable goods (items which have a long life span and have relatively high prices which encourages comparison shopping) or specialty goods they sell. Examples include automobiles, furniture and appliances. Gasoline stations have been added to this category (although they sell a nondurable good) due to the regional drawing power they exhibit in gathering sales from persons passing through on a major transportation route. There were only three regional commercial uses in the neighborhood occupying 1.0 acre of land.

Commercial Services. "Commercial services" include uses such as barbers, beauticians, dry cleaners, construction contractors, laundromats, banks and repair services. These services are generally neighborhood serving but may draw from a larger region. Commercial services are intermixed with the concentration of neigh-

neighborhood uses described above and scattered through the area. In 1985, eight commercial services were found in the neighborhood occupying 0.6 acres of land.

Offices. The "office" category consists of professional offices (except medical offices) such as lawyers, architects or accountants. Nonprofessional offices which do not offer retail services are also included in this category (i.e. travel services). Offices were absent in the study area in 1985.

b. Industrial Use.

Industrial and wholesale uses were virtually absent in the Chickasaw neighborhood in 1985 although significant amounts of industry (including a vacant refinery) are located south of the neighborhood extending south along Cane Run Road and beyond. The following three subcategories make up the industrial category.

Light Industry. "Light industrial" uses involve manufacturing processes which do not modify raw materials but rather involve assembly or fabrication of finished goods. Examples include beverage bottling, sheet metal fabricators or printing. Generally speaking light industrial uses do not have severe hazards associated with them nor do they create nuisances for the surrounding uses. Two light industrial uses occupying only 0.3 acres of land were found in the neighborhood in 1985.

Heavy Industry. "Heavy industry" includes the processing of raw materials, complex assembly processes or the handling of hazardous materials. These uses should not be located near residential areas due to the hazards and the nuisances normally associated with such uses. "Heavy industrial" uses were absent in the neighborhood.

Wholesale Commercial. "Wholesale commercial" uses are involved in wholesale distribution of finished products and materials. Although a commercial use, the site demands and user characteristics of wholesale uses make inclusion in the industrial category more appropriate. Wholesale commercial uses were absent in the neighborhood in 1985.

c. Condition of Commercial and Industrial Structures

Commercial, Industrial and other non-residential structures were rated "A" for standard condition "B" for depreciating condition or "C" for substandard condition. In the Chickasaw the 28 commercial and 2 industrial structures (30 total) were rated as "A" Standard in 15 cases and "B" depreciating in the remaining 15 instances. Distribution of both ratings are even throughout the area, and because of the small number of structures involved no real concentrated area of declining conditions is discernible based on commercial/industrial structures alone though consideration of residential uses make problem areas apparent. Tabulation of the condition of structure by industrial/commercial type is as follows:

	Rating	A	B	C
Neighborhood Serving, Services		7 2	8 5	0 0
Region Commercial		3	0	0
Vacant		1	2	0
Light Industry		2	0	0
		<hr/>		
Total		15	15	0

## 2. Resident Socio-Economic Characteristics

Additional information on Chickasaw is provided in the Neighborhood Profile of the Land Use Section. Data that relates to economic development is summarized briefly in this section.

### a. Population

The population of Chickasaw declined by 18.1% from 1970 to 1980. Decreased household size due to smaller families and an aging population appear to be responsible for this loss although 37 dwelling units were lost during the same period. The rate of population loss was slightly higher than Louisville's average rate of loss for the same decade (17.4%). The age structure of the area did not significantly vary from that City-wide. About 25.2% of the population were under age 18, and 14.8% were age 65 or over.

### b. Income

Over the past three decades, median levels of family income in Chickasaw have been and are today slightly higher than Louisville's median. Households have had substantially higher median income than the City (113% in 1980) due to the lack of unrelated individuals in the area. Per capita income lagged Louisville's rate and, when considered in constant 1967 dollars (consumer prices adjusted), declined about 2.5% from 1969 to 1979. When this decline is compounded by the population loss it represents a 20.1% loss in total income in the neighborhood 1970 to 1980 or about 6.9% higher than the overall loss experienced by Louisville (-13.0%).

### c. Employment

The largest employment category in the neighborhood in 1980 were White Collar workers who made up 42.8% of the civilian labor force. This is a smaller percent of the workforce than existed City-wide (51.8%), but still represents a substantial number of workers. A higher percent of workers were employed in Service jobs in the neighborhood compared to the City (24.5% and 17.6% respectively) in 1980 as were Blue Collar workers (32.6% and 30.6% respectively). Labor force participation rates were 63.2% for all men, 53.5% for all women and 57.8% for the population overall. These rates are low for men and high for women compared to the City overall, but average out to a slightly higher rate for both sexes than exists City-wide.

The four Census Tracts (1970 boundaries) that were partially or completely within the Chickasaw neighborhood contained approximately 4,043 jobs in 1973. However, only 180 jobs were actually known to be within the neighborhood at that time and few additional jobs were likely to have been located in the parts of Census Tracts (1970) 10 and 13 that were in the neighborhood. Table III-1 shows the jobs that the State identified in the area in 1973 based on unemployment insurance coverage.

Residents of Chickasaw had a 10.1% rate of unemployment in 1980. This was only slightly above Louisville's rate of 9.9%. This was a high rate and the first time in three decades that Census had found a higher rate in the neighborhood than existed City-wide.

## B. ASSESSMENT

### 1. Commercial Supply and Demand

The supply and demand for neighborhood-oriented shopping facilities and, to a lesser extent service commercial, is directly related to population and socio-economic conditions within a neighborhood. Supply and demand for other subcategories of commercial development are less easily considered at a neighborhood level as demand for such facilities may be generated regionally. However, the location of a neighborhood, its transportation facilities or other unique characteristics can be identified when they strongly support regionally oriented commercial use.

Neighborhood commercial uses serve a limited area and the adequacy of supply can be analyzed based on the population and income characteristics of the neighborhood served. Neighborhood-level commercial uses provide goods that residents of a neighborhood need on a daily or weekly basis. Neighborhood residents will normally spend a majority of their personal consumption expenditure for nondurable goods in their immediate neighborhood if adequate commercial facilities exist.

Table A in the Economic Development Appendix "Neighborhood Sales Estimate for Chickasaw Neighborhood" lists the fifteen neighborhood serving commercial uses within the Chickasaw neighborhood. As the table shows, Chickasaw has both a limited amount and variety of retail uses in the area. Four small groceries average less than 2,000 square feet and six of the uses are bars or liquor stores. The total sales capacity of the fifteen retailers is estimated at \$3.4 million of which \$1.2 million is absorbed by the bars and liquor stores. (This does not include private clubs which may have liquor licenses.)

The total personal consumption expenditure estimated for Chickasaw residents, as shown in Tables B through D of the Economic Development Appendix, was \$34.3 million of which about \$12.0 million are likely to have been spent for Non-Durable goods (excluding gasoline) as would be sold by neighborhood-serving commercial uses. Nearly \$6.8 million would have been spent by Chickasaw residents for

food alone according to this analysis. This indicates a substantial shortfall of neighborhood serving commercial use exists within the boundaries of the neighborhood. However, before this fact is taken any further several points need to be made about the neighborhood. First, substantial amounts of neighborhood serving retail use are located east of the area along Broadway, including a new Kroger "superstore" though this is remote from the southwest corner of the neighborhood. Second, the neighborhood has lost population and buying power during the last decade as noted in the earlier profile. Finally, and most importantly, existing land use and zoning is residential and the apparent neighborhood concern is with maintaining the residential character of this area. Adding new commercial uses in the area is possible but would require clearing existing residences built in the commercially zoned land or rezoning of vacant land (or occupied land with clearance) for such uses to be added in the area.

Entry into a market such as Chickasaw would probably be considered desirable for any business considering a location for a new neighborhood-serving facility. This may conflict with the residential character of the neighborhood and lead to pressure to demolish residences currently in commercially zoned areas.

## 2. Problems and Opportunities

This part of the needs assessment summarizes the problems and opportunities for economic development in the Chickasaw area based on the previous analysis of socio-economic data and a survey of the physical attributes within the area and programs available for assisting development.

The major problem facing the neighborhood is one of choice: Does the unmet commercial need at the neighborhood level constitute a serious enough concern to counter the effects of new commercial uses on the existing residential character? Further, if more commercial use is desired, should it be in existing zoned land or on new sites? A major change in the neighborhood recently has been the construction of I-264 and the interchange at Hale Avenue may offer the best location for new commercial use to be located. A rezoning would be required and possibly some land assembly and clearance. However, this is one of the worst housing areas and vacant land exists east of Garris Lane south of Hale Avenue that would be buffered by the Greenwood Cemetery. If this area were rezoned some of the existing residential areas currently zoned commercial could be down-zoned. Any such zoning would have to be sought by the developer of such a project.

A second alternative would be the expansion of commercial at the intersection of Cecil and Greenwood Avenues, which is likely to be disruptive to the surrounding residences, though centrally located. The third alternative might be the expansion of the commercial cluster along Broadway west of I-264, but this area is remote from the southwest corner of the neighborhood. And finally, it might be desirable from the resident's viewpoint, to downzone all unused

commercially zoned land and allow surrounding areas to meet the commercial needs of the neighborhood (as they apparently do now).

From the viewpoint of jobs, the best opportunities for the neighborhood residents are going to remain outside its boundaries. The reuse of the vacant refinery and expand use of the old Kentucky State Fairgrounds and Urban Renewal sites in Southwick offer the best sites for new jobs. A proposal is in the early stages of development which would add a large area of Southwest Jefferson County and a portion of Louisville immediately south of Chickasaw to the Louisville Enterprise Zone. If this occurs, it should improve the attractiveness of this area for new industries and thus provide additional employment opportunities for the residents of Chickasaw.

Vacant land and structures available for immediate occupation or construction of commercial or industrial facilities are virtually non-existent within the area. Rezonings may create such possibilities if desired.

### 3. Government and Non-Government Actions

Actions taken by government and private groups have contributed to the economic situation in the Chickasaw neighborhood. In this part of the needs assessment, major actions and responsible parties are identified. The most important government action to impact the Chickasaw neighborhood in the last twenty years has been the construction of I-264 which reduced the number of east-west connecting streets in the area by half, concentrating the flow of traffic on the remaining connectors, and creating a traffic center around the Hale/Virginia interchange.

Two earlier decisions, the Southwick Urban Renewal Project and the relocation of the Kentucky State Fairgrounds also impacted the neighborhood. The Southwick Urban Renewal Project cleared a quasi-rural slum and created open space for commercial and industrial development and the construction of Cotter and Lang Homes public housing project. The existence of such a large concentration of very low income persons on Chickasaw's southeastern boundary has a depressing effect on the demand for commercial facilities in that area. The loss of the State Fairgrounds in the mid-fifties meant that related major economic activity was no longer occurring in the neighborhood. The loss of the fair was followed by several years of use of the fairgrounds by two ill-fated horse racing tracks. Currently, the site is the home of the expanded Wayne Supply Company and parts are vacant or unoccupied.

More recently, the City of Louisville issued industrial revenue bonds to allow the construction of a shopping center just east of the neighborhood at Twenty-eighth and Broadway, including a Kroger "Superstore" which resulted in the closing of the older small Kroger at 33th and Broadway just north of the neighborhood. This represents a substantial commercial improvement for the residents of the north-east portion of the Chickasaw neighborhood.

Zoning is a significant government action affecting economic development. Very little of the land in Chickasaw is currently zoned commercial and none is zoned for industrial use. Some of the existing commercially zoned land is used for noncommercial purposes and conversely some of the commercial uses and both of the light industrial uses in the neighborhood are in improper zoning districts. Choices involving future zoning are a primary concern of this needs assessment. (Refer to the Land Use portion of this study).

Two reports dealing with the economic development needs of Central Louisville have included the Chickasaw area as part of the "community" called Park-DuValle. The Overall Economic Development Program (OEDP) was one of the initial concerted efforts to identify the special needs of inner-city neighborhoods in Louisville, and set forth goals and objectives of the program. Long-range strategies were identified in the subsequent report, Strategies and Policies for Economic Redevelopment (Nathan-Barnes and Associates, 1975) which recommended CDBG and General Fund dollars be used as the primary sources of assistance for implementation. The focus of these strategies were for the "Special Impact Area" (SIA) as designated by the Economic Development Administration (EDA) in accordance with the Public Works and Economic Development Act of 1965 (P.L. 93-423). The SIA included Louisville's downtown and surrounding older neighborhoods, including parts of the Chickasaw neighborhood (as part of the Park-DuValle community.) The SIA is eligible for financial incentives including grants and lower interest rate loans.

More recently, during his Administration former Governor, John Y. Brown appointed the West Louisville Economic Development Task Force and made this area a special responsibility of the Commerce Department. The Task Force published recommendations in December of 1981, and has continued to work on the economic needs of the West End including Chickasaw neighborhood.

Neighborhood Plans have been prepared by the Louisville and Jefferson County Planning Commission for Shawnee, Russell and Parkland neighborhoods and a Needs Assessment study has been prepared for the Algonquin neighborhood. These plans cover all of Chickasaw's boundary neighborhoods except the south and the Ohio River.

#### C. CONCLUSION

The Chickasaw neighborhood is solidly residential; and, although it exhibits a shortage of neighborhood commercial use it probably is not as critical to the residents as keeping the residential character intact. The loss in population 1970-1980 weakens this demand for neighborhood-serving commercial as does the proximity of the new commercial center on West Broadway in the Parkland neighborhood. The renovation of the Twenty-eighth and Dumesnil shopping area is also being discussed at this time and would improve Chickasaw's shopping opportunities especially for residents along the southern edge of the neighborhood. Alternatives for meeting the un-met

commercial needs of the neighborhood and other problems discussed in the previous sections are presented below.

- a) Improving neighborhood shopping facilities for the Chickasaw neighborhood.
  - 1) Encourage (with Industrial Revenue Bond (IRB's) loans, grants, etc.) new commercial uses to locate in the neighborhood:
    - on existing commercially zoned land
    - on newly rezoned sites (i.e. I-264 and Virginia/Hale Avenues)
    - in newly rezoned areas areas in close proximity to the existing clusters I-264 and Broadway and Cecil and Greenwood Avenues.
  - 2) Encourage expanded commercial use and reuse in adjacent areas to the neighborhood (i.e., Twenty-Eighth and Broadway or Twenty-eighth and Dumesnil.)

Option 2 is suggested.\*
- b) Improving employment opportunities for Chickasaw residents.
  - 1) Encourage new businesses for the neighborhood through selective support of rezoning in likely development areas (i.e., West Broadway or I-264 and Virginia/Hale Avenues) when a developer requests a rezoning.
  - 2) Encourage Enterprise Zone designation for the area south of the neighborhood.
  - 3) Encourage development of vacant property held by Urban Renewal in the Southwick project area in the Algonquin neighborhood.
  - 4) Encourage development of City owned properties south of the neighborhood along I-264.
  - 5) Encourage reuse of vacant parts of the old Kentucky State Fairgrounds.
  - 6) Encourage reuse of the vacant portion of the Lorillard's plant in the Russell neighborhood and the vacant refinery south of Chickasaw neighborhood.
- c) Halting the population decline in the area.
  - 1) Do nothing; the factors contributing to population loss 1970-1980, an aging population with fewer children, will not impact the neighborhood during the next decade as severely as during the past.
  - 2) Seek infill housing (single family) on vacant lots.
  - 3) Seek infill housing (multi-family) on vacant lots after rezoning.
  - 4) Improve the livability of the neighborhood.

At this point it would seem that decisions about how commercial uses and jobs will be provided (i.e. inside or outside the area) are the

primary decisions that the neighborhood residents will have to resolve for themselves. Although this is not a rezoning plan, only a needs assessment, if the concerns with potential use conflicts or shortages of commercial space are important enough to maintaining the viability of the neighborhood then rezoning recommendations maybe appropriate. Otherwise, the neighborhood association has little to do but support the projects nearby which will improve their commercial and employment opportunities, and hope that existing residential uses of commercially zoned land will not be demolished in the neighborhood by new retail uses.

TABLE III-1 CHICKASAW AREA EMPLOYMENT  
FOR TOTAL CENSUS TRACTS 1973  
(1970 Census Tract Boundaries)

Census Tract		10	11	12	13	Total
SIC Grouping						
1	Construction	0	14	18	0	32
2-3	Manufacturing	2,535	0	0	49	2,584
4	Transportation Communi- cation and Utilities	0	0	0 <sup>2</sup>	149	149
50	Wholesale Trade	267	0	250	83	600
51-59	Retail Trade	36	36	12	114	198
6	Finance Insurance and Real Estate	0	0	0	0	0
7-9	Services	87	53	47	293 <sup>1</sup>	480
<hr/>						
1-9	All Groupings	2,925	103	327	688	4,043

<sup>1</sup> 251 were Commonwealth Race Track employees (now closed).

<sup>2</sup> Whayne Supply - actually in CT 13 - mailing address was in CT 12.

# Commercial Classification

## LEGEND

-  Neighborhood Serving
-  Services
-  Regional
-  Vacant Commercial
-  Light Industry

OHIO RIVER

Shawnee Park

SOUTH WESTERN PKWY.

44 TH ST.

43 RD ST

42 ND ST.

CECIL AVE

BROADWAY

not open

not open

not open

not open

ST

47TH

ST

ST

47TH

not open

VARBLE

BREWSTER

RIVERVIEW

WESTCHESTER

AVE

AVE

AVE

GARLAND

AVE

AVE

Christian Academy

ODERHOEFER

AVE

KENTUCKY

GREENWOOD

AVE

SUNSET

HALE

VIRGINIA

PL

WAY

ST

44 TH

44 TH

not open

43 RD

ST

ST

43 RD

AVE

PL

WAY

ST

ST

ST

ST

ST

43 RD

ST

ST

43 RD

AVE

PL

WAY

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ST

WOODWAY LN.

ST

ST

42 ND

AVE

WAY

WAY

ST

ST

ST

ST

not open

not open

CECIL

ST

42 ND

AVE

WAY

WAY

PARKWAY

SOUTH WESTERN

GRAND

TER

PLATO

KAISER

KAISER

DUMESNIL

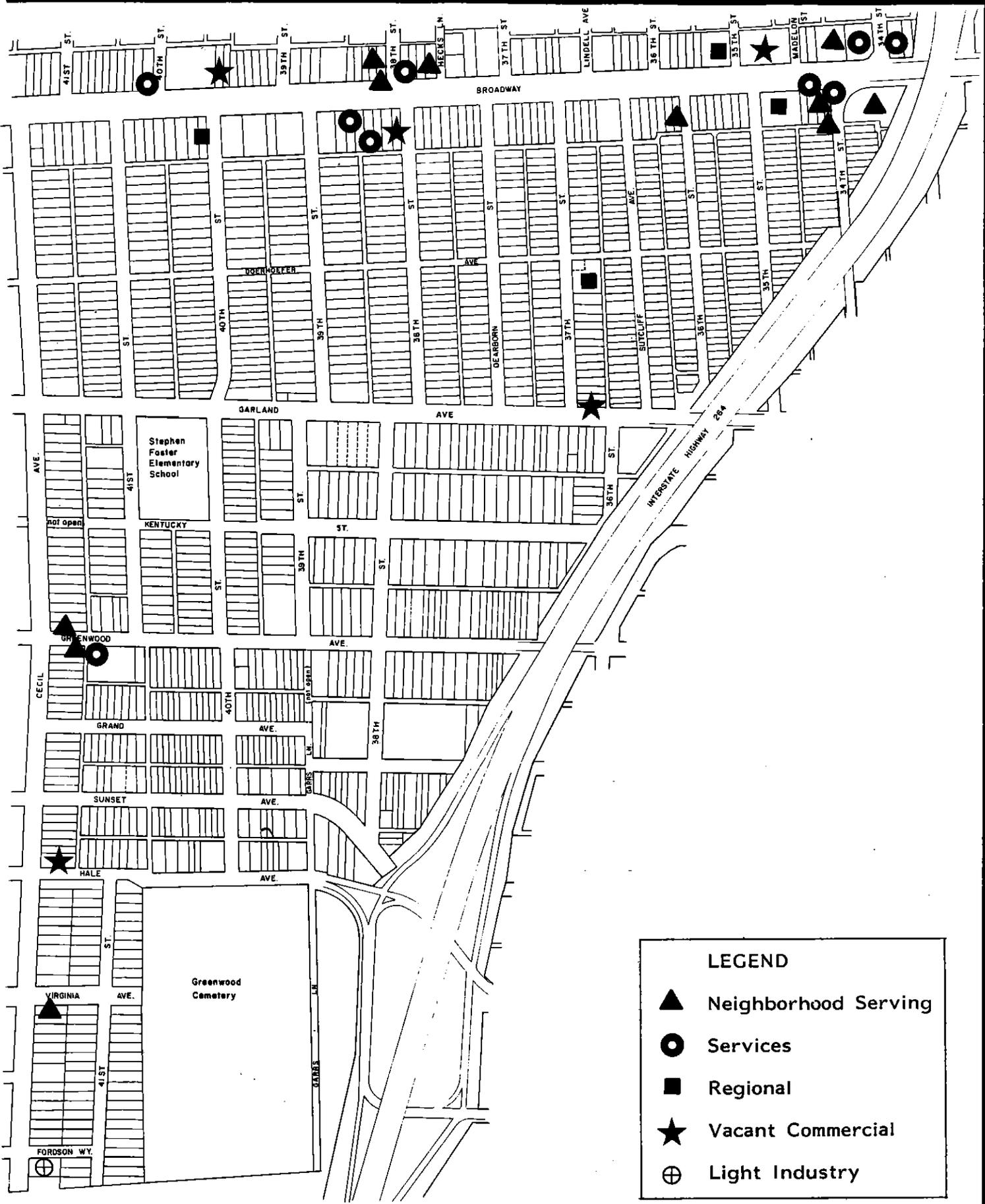
WINROSE

WAY

Flanagan R/W

Chickasaw Park

# Commercial Classification



**LEGEND**

- ▲ Neighborhood Serving
- Services
- Regional
- ★ Vacant Commercial
- ⊕ Light Industry

**CHICKASAW NEIGHBORHOOD**

LOUISVILLE & JEFFERSON COUNTY  
**PLANNING COMMISSION**  
500 FIDAL COURT BUILDING, LOUISVILLE, KENTUCKY 40202 502-561-4250



**Figure III-1**

#### IV. RECREATION NEEDS ASSESSMENT

##### Summary of Findings

- The Chickasaw neighborhood is served by two Metro Parks Department recreational facilities that are located in the neighborhood (Chickasaw Park and 35th Street Minipark) and one Metro Parks facility outside the neighborhood (Shawnee Park).
- "Neighborhood park/playgrounds", parks below 12.5 acres in size serving needs for playground facilities and passive recreation areas, adequately serve the portion of the neighborhood west of Cecil Avenue while that portion east of Cecil Avenue is less than adequately served.
- "Community park/playfields" are parks between 12.5 and 100 acres in size that focus on the provision of active sports facilities (i.e. basketball courts, baseball/softball fields) and emphasize access by car. The Chickasaw neighborhood is well served by this type of facility due to the close proximity of Chickasaw and Shawnee Parks.

#### A. INVENTORY

##### 1. Description of Existing Conditions

The Chickasaw study area is served by two recreation facilities that are maintained by the Metro Parks Department and are located within the study area's boundaries. They are Chickasaw Park, and 35th Street Minipark. The study area is also served by one Metro Parks maintained facility, Shawnee Park, that is located outside of the study area.

The three parks serving the Chickasaw study area and their facilities are listed in Table IV-1, "Parks and Recreation Facilities." Also listed in this table is the level of park usage and whether the individual parks are subject to a high rate of vandalism. The Urban Parks and Recreation Recovery Master Action Plan (published by the Planning Commission in June of 1982) is the source of this information.

#### B. ASSESSMENT

In this subsection, the Chickasaw neighborhood will be examined to identify areas that are unserved by recreation facilities, adequately served areas and areas in need of particular facilities. The neighborhood will be examined by two park categories: "neighborhood park/playground" and "community park/playfield". The characteristics of each type of park will be given below as an introduction to the subsections on each.

## 1. Neighborhood Park/Playground

A "neighborhood park/playground" is any park below 12.5 acres in size. This type of park typically includes playground equipment, benches and at least one active sports activity area such as a basketball court or baseball/softball diamond. Small parks in the category of "neighborhood park/playground" are more accurately described as "miniparks." Larger parks in the "neighborhood park/playground" category might have all the facilities of a minipark plus an active sports area. Additional requirements for a "neighborhood park/playground" include safe convenient access for pedestrians (particularly young children) and shaded "park like" areas for passive recreation and unsupervised play.

Only one of the two parks located in the Chickasaw neighborhood 35th Street Minipark, is a "neighborhood park/playground." Parks in the "community park/playfield" (12.5 acres to 100 acres in size) serve the same function as "neighborhood park/playgrounds" for those people that live within  $\frac{1}{2}$  mile of the particular park. Thus both Chickasaw and Shawnee Parks serve the function of a "neighborhood park/playground" for some of the residents of the Chickasaw neighborhood.

Generally, to be considered as adequately served, a resident must live within  $\frac{1}{2}$ -mile of a "neighborhood park/playground" or a park serving that function. Using this service radius it appears that the portion of the Chickasaw neighborhood west of Cecil Avenue is more than adequately served by "neighborhood park/playground" facilities. East of Cecil Avenue there is some deficiency of facilities provided. The only park serving the "neighborhood park/playground" function in this area is the 35th Street Minipark. The only recreational facility at this park is a basketball goal. This park does not thus serve the primary purposes of a "neighborhood park/playground," specifically the provision of facilities for young children (i.e., playground equipment) and the elderly (i.e., benches). Even if such facilities were provided at the 35th Street Minipark, the portion of Chickasaw neighborhood south of Greenwood Avenue and east of Cecil Avenue would be effectively unserved by "neighborhood park/playground" facilities as the area is outside the  $\frac{1}{2}$ -mile service area of any existing park facility.

## 2. Community Park/Playground

A "community park/playfield" is any park that is from 12.5 to 100 acres in size. Parks in this category generally have facilities oriented towards the older child, organized sports and family activities and picnicking in passive areas. These parks are also principally oriented to vehicular access although many patrons who are close may choose to walk. In fact, as mentioned previously, a "community park/playfield" may serve as a "neighborhood park" for those people who live within a  $\frac{1}{2}$ -mile radius. Additionally, "major urban parks (100 acres or greater in size) serve the function of "community park/playfields" for areas close by. Chickasaw Park, located in the neighborhood, is a "community park/playfield" and

Shawnee Park, located just north and adjacent to the neighborhood, serves the same function. Two factors detract from Chickasaw Park however. First, it lacks adequate parking to accommodate larger functions that occur in the park periodically. Second, there is an area along the river bank where there is a steep drop off that poses a safety hazard. The Army Corps of Engineers is scheduled to look into erosion problems at Chickasaw Park.

The service radius used in the analysis of "community park/playfields" serving the Chickasaw neighborhood was 1-mile. Because of the emphasis on accessibility to "community park/playfields" by car, the service radius is probably larger in reality. But in order to better analyze which areas might be well served and which are not, the 1-mile service area was selected. Using this 1-mile service radius it is apparent that due to the proximity of Chickasaw and Shawnee Parks, both of which have good facilities, the entire Chickasaw neighborhood is more than adequately served.

The former Flaget football field, owned by the Catholic Archdiocese of Louisville and leased to the City of Louisville informally helps to meet some of the recreational demand in the Chickasaw neighborhood. New fencing with more openings and restrooms would improve the attractiveness of this facility.

#### C. CONCLUSION

Portions of the Chickasaw neighborhood are more adequately served by "neighborhood park/playgrounds" than other portions. That portion west of Cecil Avenue is adequately served. There are several vacant lots east of Cecil Avenue that could accommodate an additional "neighborhood park/playground" and playground equipment could be added to the 35th Street Minipark in order to offset inadequacies. However, as noted above, the addition of playground equipment would not completely eliminate the deficiency of "neighborhood park/playground" facilities. This could only be accomplished by the addition of a park in the area south of Greenwood Avenue and east of Cecil Avenue also. There are many problems with providing such a park, however. The cost of acquiring land and providing facilities would be one problem. The Metro Parks Department has a standing policy against further acquisition of "neighborhood park/playground-size parks because it is having a difficult time maintaining the parks that already exist. Residents of the area would, it appears, at least have to commit to continuing maintenance of such a park if funded and might also be left with the burden of providing funding to acquire and equip the park.

In terms of "community park/playfield" facilities, the Chickasaw neighborhood is more than adequately served. This can be attributed to the proximity of Chickasaw and Shawnee Parks and the excellent variety of facilities in these parks.

Table IV-1 Parks and Recreation Facilities

<u>Chickasaw Park</u>	61.3 acres	
Softball/Baseball Fields		Playground Equipment
Basketball Courts		Tennis Courts
Picnic Tables		Wading Pool
Picnic Grills		
Level of Use: Extremely Heavy		
High Rate of Vandalism: No		
<u>35th Street Minipark</u>	0.4 acres	
Basketball Court		
Level of Use: Heavy		
High Rate of Vandalism: No		
<u>Shawnee Park</u>	397.0 acres	
Softball/Baseball Fields		Playground Equipment
Basketball Courts		Restrooms
Golf Course		Tennis Courts
Pavillion		Wading Pool
Picnic Facilities		
Level of Use: Extremely High		
High Rate of Vandalism: Yes		

Source: Urban Parks and Recreation Recovery Master Action Plan,  
Metro Parks Department and Planning Commission, 1982.

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**Problems and Needs  
Appendix**

Problems and Needs from the March 21, 1985 Chickasaw Neighborhood Meeting and Their Prioritization

A goal and problem identification session using "nominal group" technique was conducted with Task Force members. Nominal group methods allowed Task Force members to raise all problems and issues they believe to affect the study area. Then they were asked to assign a ranking of 1 to 5 points to their top five priorities, the problems they would most like to see dealt with. Each member participating gave a 5 point rating to the problem most needing to be dealt with, then 4, 3, and 2 point ratings respectively with a 1 point rating going to the problem or issue of their top five that should be given the least attention. The following table shows the results ranked from the problem getting the most points down to those getting the least.

<u>Ranking</u>	<u>Problems and Needs</u>	<u>Points</u>
1.	Trash on vacant lots, maintenance of those lots; i.e. 36th and Greenwood, 822 37th Street	26
2.	Hazardous chemicals stored nearby, potential spill problems	23
3.	Sewers need to be cleaned out and inspected regularly	21
3.	Alley maintenance, pavement and trash i.e. pave alleys and short streets instead of gravel, behind 43rd Street, between Doerhoeffer and Garland, between Virginia and Fordson, Alley behind 800 block of 37th.	21
3.	Drainage and flooding; i.e. Southwest corner of Cecil and Hale, Alley between Greenwood and Grand (4000 block), 4500 Westchester, Virginia at I-264, along Winnrose Way, alley parallel to Southwestern Parkway (4500 block of Grand)	21
6.	Need sidewalks, repair existing sidewalks; i.e. Dearborn, Sunset, 36th and Greenwood.	19
7.	Rough and dangerous railroad tracks on Southwestern Parkway by Ashland refinery.	18
7.	Need community building	18
9.	Trains block traffic to the east of the neighborhood	14
10.	Road maintenance, potholes; i.e. 34th and Greenwood, Cecil and Hale, 1142 Cecil	12
11.	Maintenance at Chickasaw Park; restrooms, lodge, fish ponds	11
12.	Church at 39th and Garland lacks parking, cars block the street	10
13.	Loitering at Cecil and Greenwood	9
13.	Odors and pollution coming from MSD and other industries	9

<u>Ranking</u>	<u>Problems and Needs</u>	<u>Points</u>
15.	Truck traffic on residential streets; i.e. using the Virginia ramps and traveling along Hale Street.	8
15.	Broken waterline at 800 block of 36th Street.	8
15.	Packs of dogs	8
18.	No snow removal on neighborhood streets	7
19.	Cars traveling both ways on the one-way portion of 37th Street between Garland and Broadway	6
20.	Remove basketball goal in alley, 812 37th Street	5
20.	Viaducts under the expressway need lights	5
20.	Arson and trash left from burnt-out houses	5
23.	Backyards not well maintained, bushes growing out over alleys	4
23.	Vacant houses in the 4200 block of Sunsel falling apart	4
23.	Children playing in streets	4
26.	No shopping nearby	3
26.	4220, 4222 Garland used for truck and material storage	3
26.	Rough train crossing at 29th and Broadway	3
26.	Street cleaning	3
30.	Alley between 35th and 36th blocked by cars from people using the park at the dead-end of 35th Street	2
30.	Parking in narrow roads	2
32.	Maintenance at Greenwood Cemetery, broken fence	1

The following problems and needs were brought up at the meeting but did not receive any points:

- Police patrol needed
- No licensed daycares
- 32nd Street too narrow, irregular one-way direction
- No leaf collection (mentioned by 2 out of 3 groups)
- Unused Flaget field at 45th and Greenwood
- Abandoned and junked cars
- Auto repair shop, south of Broadway between 38th and 39th Streets, a legal use?

TABLE A: NEIGHBORHOOD SALES ESTIMATE FOR  
CHICKASAW NEIGHBORHOOD

Use	SLUC	Sales Per Sq.Ft. <sup>1</sup> of Floor Area	Establishments	Floor Area (Sq.Ft.)	Annual Sales Estimate
Grocery	5410	\$158.38	4	7,600	\$1,203,688
Dairy Products (Ice Creme)	5450	\$116.30	1	1,200	139,560
Bakery	5461	\$100.00 (est)	1	2,200	220,000
Restaurants	5810	\$ 93.78	1	1,500	140,670
Fast Food Restaurants	5811	\$125.51	1	2,800	351,428
Bars and Pubs	5820	\$ 98.60	3	4,700	463,420
Drug Store	5910	\$135.95	1	2,100	285,495
Liquor Store	5920	\$170.38	3	3,300	562,254
Total		\$132.54 weighted avg.	15	25,400	\$3,366,515

Notes:

<sup>1</sup>Based on inflation adjusted values from the 1978 Dollars and Cents of Shopping Centers using the smallest shopping center value for the store type available.

TABLE B: ESTIMATED PERSONAL CONSUMPTION EXPENDITURES FOR  
CHICKASAW (1980) BY RETAIL CLASSIFICATION

Census Tract	Total Personal Consumption Expenditure	Durable Goods			Non-Durable Goods				Services
		Total	Motor Vehicles and Parts	Furniture & Household Equipment	Total	Food	Clothing	Gasoline	Total
11	\$21,996,762	\$2,991,560	\$1,275,812	\$1,187,825	\$8,798,705	\$4,355,359	\$1,385,796	\$1,121,835	\$10,206,498
12 pt.	\$10,708,801	1,456,397	621,110	578,275	4,283,520	2,120,343	674,654	546,149	4,968,883
13 pt.	1,572,306	213,834	91,194	84,905	628,922	311,317	99,055	80,188	729,550
Total Chickasaw	\$34,277,868	\$4,661,790	\$1,988,116	\$1,851,005	\$13,711,147	\$6,787,018	\$2,159,506	\$1,748,171	\$15,904,931

Notes: Categories may include expenditures under totals not listed separately. Totals of columns may not add up exactly due to rounding (pt. = part of census tract). Based on national rates of expenditure by category from Economic Indicators April, 1980.

EMPLOYMENT AND INCOME, 1950 - 1980,  
CHICKASAW NEIGHBORHOOD CENSUS TRACTS

Indicator	Census Tract		12				13									
	Year =		1950	1960	1970	1980	1950	1960	1970	1980						
Percent Unemployed			2.3	4.5	4.8	7.4	5.1	9.9	4.7	17.6						
Labor Force Participation Rate	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female				
	88.2	31.9	88.2	50.0	74.1	52.6	59.5	53.0	81.4	35.5	61.6	29.2	75.1	59.7	61.6	57.5
Labor Force Participation Rate			59.7	68.3	62.9	55.8	57.2	44.4	66.7	59.6						
% White Collar Workers			40.3	27.0	35.2	40.6	11.9	17.8	27.1	42.3						
% Blue Collar Workers			48.5	34.8	42.2	30.0	50.7	38.5	37.7	40.2						
% Service Workers			10.6	38.0	22.7	29.4	36.3	43.5	34.5	17.5						
Mean Family Income			--	--	\$10,906	\$16,854	--	--	\$8,787	\$14,631						
Median Family Income			--	\$5,430	\$10,169	\$14,319	--	\$3,881	\$7,468	\$ 9,940						
Mean Unrelated Indiv. Inc.			--	--	\$ 3,639	\$ 8,387	--	--	\$2,309	\$ 4,745						
Median Unrelated Indiv. Inc.			--	--	\$ 3,958	\$ 6,447	--	--	\$2,056	\$ 3,980						
Median Income of All Families and Unrelated Individuals			\$3,607	\$5,317	\$ 8,880	\$13,181	\$1,731	\$2,917	\$6,806	\$ 9,436						
Per Capita Income			--	--	\$ 2,882	\$ 5,014	--	--	\$2,587	\$ 4,496						
Persons Age 25 and over % High School Graduates			36.1	40.3	50.1	49.8	19.0	21.7	42.5	59.7						
Persons Age 25 and over % School Dropouts			63.9	59.7	49.9	50.2	79.7	78.3	57.5	40.3						
Median School Years Completed			10.0	10.8	12.0	N.A.	8.5	8.8	11.0	N.A.						

EMPLOYMENT AND INCOME, 1950 - 1980,  
CHICKASAW NEIGHBORHOOD CENSUS TRACTS

Indicator	Year =	Census Tract							
		10 (shifted into Tract (11) in 1980)				11			
		1950	1960	1970	1980	1950	1960	1970	1980
Percent Unemployed		2.0	7.7	5.2		1.9	6.4	3.0	11.0
Labor Force Participation Rate		Male 84.4 Female 35.7	Male 82.5 Female 46.1	Male 73.2 Female 50.0		Male 84.0 Female 31.5	Male 86.1 Female 40.7	Male 78.8 Female 59.7	Male 65.5 Female 53.4
Labor Force Participation Rate		58.7	64.9	59.7		55.6	61.2	68.4	58.7
% White Collar Workers		38.1	30.4	22.0		60.1	44.8	33.3	44.1
% Blue Collar Workers		45.6	40.1	45.7		32.2	32.1	39.0	33.4
% Service Workers		15.5	29.3	31.7		6.9	23.0	27.6	22.4
Mean Family Income		--	--	\$7,644		--	--	\$10,465	\$20,351
Median Family Income		--	\$4,906	\$7,085		--	\$5,478	\$ 9,209	\$18,174
Mean Unrelated Indiv. Inc.		--	--	\$3,148		--	--	\$ 3,311	\$ 6,885
Median Unrelated Indiv. Inc.		--	--	\$2,317		--	--	\$ 2,828	\$ 6,060
Median Income of All Families and Unrelated Individuals		\$2,922	\$4,395	\$5,766		\$3,576	\$4,884	\$ 7,977	\$14,611
Per Capita Income		--	--	\$2,127		--	--	\$ 2,861	\$ 5,887
Persons Age 25 and over % High School Graduates		33.2	32.4	41.7		34.4	40.6	48.2	58.5
Persons Age 25 and over % School Dropouts		66.2	67.6	58.3		65.6	59.4	51.8	41.5
Median School Years Completed		9.3	9.7	10.9		10.8	10.7	11.7	N.A.

TABLE C: 1980 ECONOMIC CHARACTERISTICS OF CHICKASAW NEIGHBORHOOD CENSUS TRACTS  
(Total Census Tracts)

Census Tract	Sample Count Households	1979 Annual Mean Household Income	1980 Total Count Population	1979 Per Capita Income	1980 Estimated <sup>1</sup> Per Capita Income
11	1,478	\$17,407	4,370	\$5,887	\$6,446
12	813	\$15,406	2,498	\$5,014	\$5,489
13	509	\$13,268	1,502	\$4,496	\$4,923
Total <sup>2</sup>	2,800	\$16,074	8,370	\$5,377	\$5,887
(Chickasaw Population only)	--	--	7,277	\$5,509	\$6,032
Louisville Total	117,035	\$15,784	298,455	\$6,189	\$6,676

Note <sup>1</sup>: 1980 PCI is based on the 1979 value inflated by a factor of 1.09482 from a national growth in personal income estimate found in Economic Indicators (Sept. 1982) p.6.

<sup>2</sup>: Based on total Louisville portion population of the Census Tracts and includes persons outside the Chickasaw neighborhood.

Source: Census of Population and Housing. Louisville, Ky.-Ind.  
Census Tracts PHC 80-2-227

TABLE D: RETAIL SALES ESTIMATE 1980 CHICKASAW

Census Tract	1980 Population	Per Capita Income	Personal Consumption <sup>1</sup> Expenditure	
			Per Capita	Total
11	4,370	\$6,446	\$5,035	\$21,996,762
12(part)	2,498	\$5,489	\$4,287	\$10,708,801
13(part)	409	\$4,923	\$3,844	\$ 1,572,306
Total Chickasaw	7,277	\$6,032	\$4,710	\$34,277,868

<sup>1</sup>Personal consumption expenditures were estimated at 78.094% of total per capita income based on averages for 1972-1979 (from Economic Indicators April 1980)

DWELLING UNIT CHANGE 1950-1980  
CHICKASAW NEEDS ASSESSMENT  
AREA

1980 Census Tract Boundary	11*	12**	13 (part)	Chickasaw	Louisville
1950	1,585	635	166	2,386	111,169
1960	1,648	793	118	2,559	128,333
1970	1,609	846	174	2,629	129,671
1980	1,578	853	161	2,592	126,143
Change 1950-1980 (%)	-7 -0.4	218 34.3	-5 -3.0	206 8.6	14,974 13.5

Note: \*Part of Census Tract 10 was added to Ct. 11 in 1980 and is reflected in previous years estimates of dwelling units in the area.

\*\*Census Tract 12 contains part of Census Tract 13 in 1950 and 1960.

Sources: Census of Population and Housing 1950, 1960, 1970, 1980.

1970 POPULATION AND HOUSING CHARACTERISTICS:  
CHICKASAW NEEDS ASSESSMENT AREA

1970 Census Tract	Total Population	Black		Under Age 18		Age 65* and Over		Year Round Dwelling Units	One Unit at Address		Owner Occupied		Renter Occupied		Vacant	
		#	%	#	%	#	%		#	%	#	%	#	%		
10 (part)	22	20	92	6	28	3	12	7	7	100	7	100	0	0	0	0
11	5,375	4,999	93	1,881	35	428	8	1,602	1,317	82	1,192	74	387	24	187	12
12	3,001	2,851	95	990	33	274	9	846	778	92	676	80	157	19	13	2
13 (part)	487	485	100	196	40	45	9	174 **	119	70	65	38	88	51	18	11
Chickasaw	8,885	8,355	94	3,073	35	750	8	2,629 **	2,221	85	1,940	74	632	24	218	88
Louisville	361,472	86,961	24.1	115,671	32.0	44,606	12.3	129,689	79,816	61.5	65,350	50.4	57,333	44.2	6,988	5.4

Source: 1970 Census of Population and Housing

\* Tract level data.

\*\* 3 units were not detailed and are excluded from percentage calculations.

POPULATION CHANGE 1950-1980  
CHICKASAW NEEDS ASSESSMENT AREA

1980 Census Tract Boundary	11*	12**	13 (part)	Chickasaw	Louisville
1950***	5,165	2,056	598	7,819	369,129
1960	5,540	2,908	384	8,832	390,639
1970	5,397	3,001	487	8,885	361,472
1980	4,370	2,498	409	7,277	298,451
Change 1950-1980 (%)	-795 -15.4	442 21.5	-189 -31.6	-542 -6.9	-70,678 -19.1%

Notes \*Part of Census Tract 10 was added to CT. 11 in 1980 and is reflected in previous years population counts.

\*\*Contains part of CT 13 in 1950, 1960.

\*\*\*1950 Population for split tract areas based on ratio estimate from known dwelling counts.

Sources: Census of Population and Housing 1950, 1960, 1970, 1980.

EMPLOYMENT AND INCOME, 1950 - 1980,  
CHICKASAW NEIGHBORHOOD CENSUS TRACTS

Indicator	Census Tract		Chickasaw Total (Population Weighted Average)								Louisville			
	Year =	1950	1960	1970	1980	1950	1960	1970	1980	1950	1960	1970	1980	
Percent Unemployed		2.3	6.1	3.7	10.1	4.7	6.2	4.6	9.9					
Labor Force Participation Rate		Male Female	Male Female	Male Female	Male Female	Male Female	Male Female	Male Female	Male Female	Male Female	Male Female	Male Female	Male Female	
		84.9 31.9	85.0 42.7	77.4 57.6	63.2 53.5	82.8 35.2	79.0 36.8	74.5 43.3	68.5 48.1					
Labor Force Participation Rate		56.8	62.2	66.8	57.8	57.5	56.2	56.8	57.2					
% White Collar Workers		51.1	37.5	33.8	42.8	34.1	40.1	44.9	51.8					
% Blue Collar Workers		38.0	33.4	40.3	32.6	55.8	38.5	39.7	30.6					
% Service Workers		10.2	29.0	26.5	24.5	9.1	13.3	15.4	17.6					
Mean Family Income		--	--	\$10,575	\$18,829	--	--	\$9,980	\$19,061					
Median Family Income		--	\$5,351	\$ 9,486	\$16,388	--	\$5,280	\$8,564	\$15,981					
Mean Unrelated Indiv. Inc.		--	--	\$ 3,386	\$ 7,280	--	--	\$3,817	\$ 7,820					
Median Unrelated Indiv. Inc.		--	--	\$ 3,184	\$ 6,076	--	--	\$2,713	\$ 5,928					
Median Income of All Families and Unrelated Individuals		\$3,439	\$4,878	\$ 8,259	\$13,829	\$2,723	\$4,454	\$6,614	\$12,274					
Per Capita Income		--	--	\$ 2,867	\$ 5,509	--	--	\$2,968	\$ 6,190					
Persons Age 25 and over % High School Graduates		33.6	39.2	48.8	55.6	29.9	32.1	40.9	55.5					
Persons Age 25 and over % School Dropouts		66.3	60.8	51.8	44.4	68.4	67.9	59.1	44.5					
Median School Years Completed		10.4	10.6	11.8	N.A.	8.9	9.3	10.7	N.A.					

1980 POPULATION AND HOUSING CHARACTERISTICS:  
CHICKASAW NEEDS ASSESSMENT AREA

1980 Census Tract	Total Population	Black		Under Age 18		Age 65 and over		Year Round Dwelling Units	One Unit At Address		Owner Occupied		Renter Occupied		Vacant	
		#	%	#	%	#	%		#	%	#	%	#	%	#	%
11*	4,370	4,234	96.9	1,177	26.9	626	14.3	1,578	1,368	86.7	1,177	74.6	313	19.8	88	5.6
12	2,498	2,355	94.3	642	25.7	418	16.7	853	778	91.2	669	78.4	156	18.3	28	3.3
13 (part)	409	407	99.5	144	35.2	35	8.6	161 **	112	71.3	52	34.4	88	58.3	11	7.3
Chickasaw	7,277	6,996	96.1	1,832	25.2	1,079	14.8	2,592 **	2,258	87.2	1,898	73.5	557	21.6	127	4.9
Louisville	298,451	86,349	28.9	74,672	25.0	45,550	15.3	126,143	78,079	61.9	65,916	52.3	51,262	40.7	8,903	7.1

Source: 1980 Census of Population and Housing.

\*Includes part of CT. 10 in 1970

\*\*Four units were not detailed as single or multifamily and 10 were not detailed as owner renter or vacant.

These units were excluded from CT 113 and Chickasaw total Dwelling Units in calculating percent.

ACKNOWLEDGEMENTS

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